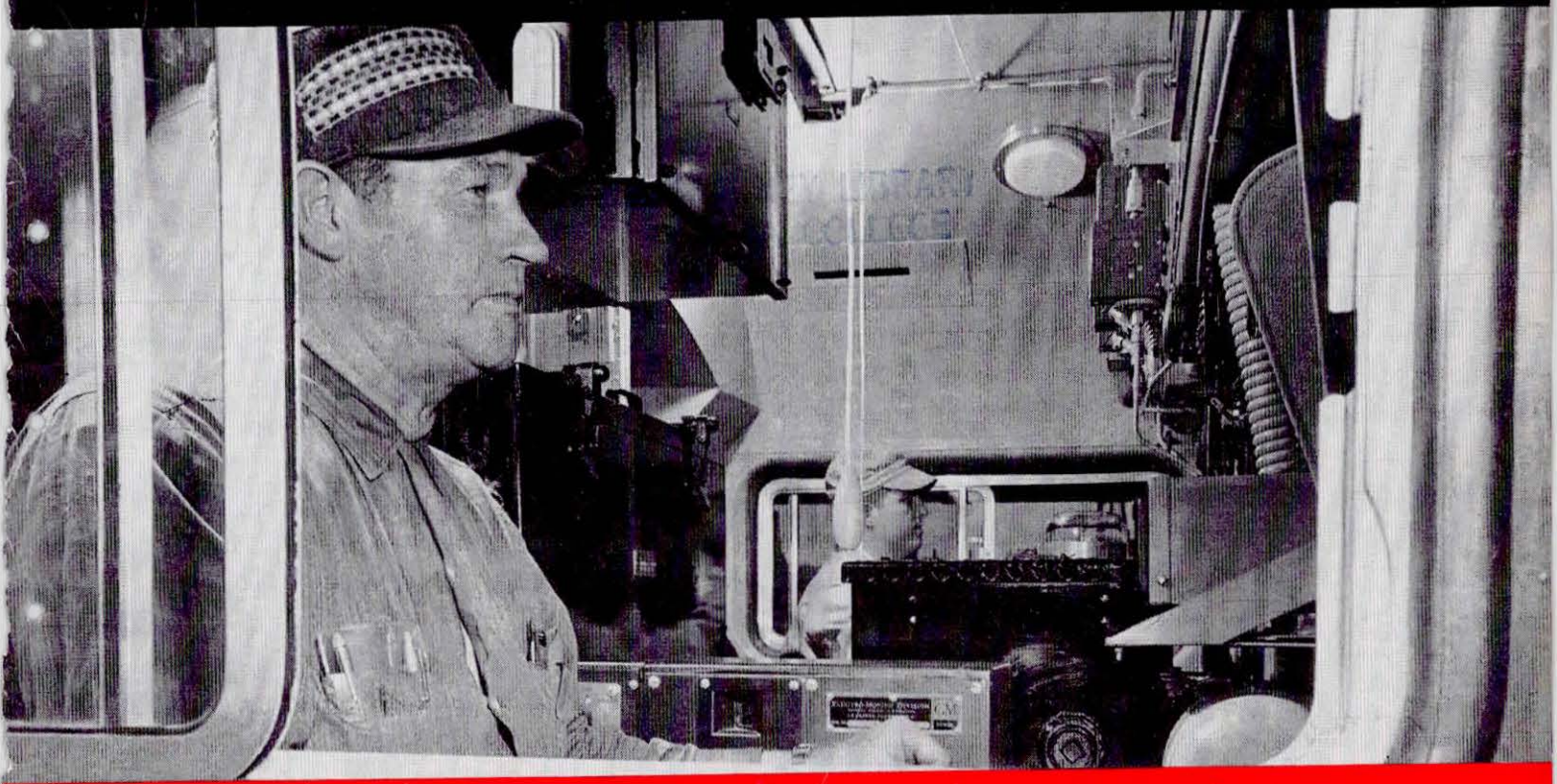
CNR Adopts 1-Trailer Car as TOFC Standard

October 19, 1959

RAILWAY AGE *weekly*



Operating controls ↑ on C&NW's push-pull trains

HD59 .I116
McCARTNEY LIBRARY
GENEVA COLLEGE
BEAVER FALLS PA

RR Prosperity

...needs sound economic practices as well as good technology p. 20

60 cents A Simmons-Boardman TIME-SAVER Publication

Today's smallest two-way mobile radio - actual size!

New General Electric Transistorized Progress Line

General Electric's new Transistorized Progress Line will fit in more places, in more different positions, than any other two-way mobile radio you can buy today.

Not only is this the world's smallest, lightest commercial two-way mobile radio, but standby battery drain is so low you need never turn off your TPL mobile unit, just like the clock in your car. You install no special generator, use less gas, require fewer engine jobs.

TPL is the first two-way radio that transmits up to 75 watts of power in high band . . . the first that really fits under the dash . . . the first to realize the full benefits of transistorized design (no more than four tubes) . . . the first to eliminate bulky cables through new one-piece design of receiver control and transmitter . . . the first with shielded dirt-free ventilation.

The new General Electric TPL ushers in a new era of convenience and reliability in mobile communications. Don't miss all the exciting details. Write General Electric Company, Communication Products Department, Section 34109-19, Mountain View Road, Lynchburg, Virginia.

GENERAL ELECTRIC

Communication Products Department

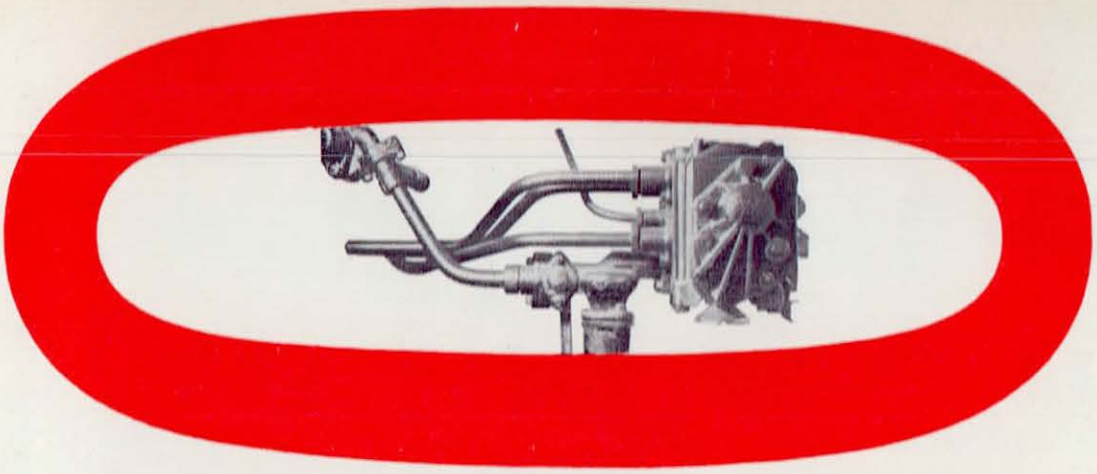
CLASS
A-22-XL
FRICTION DRAFT GEAR

STRONG

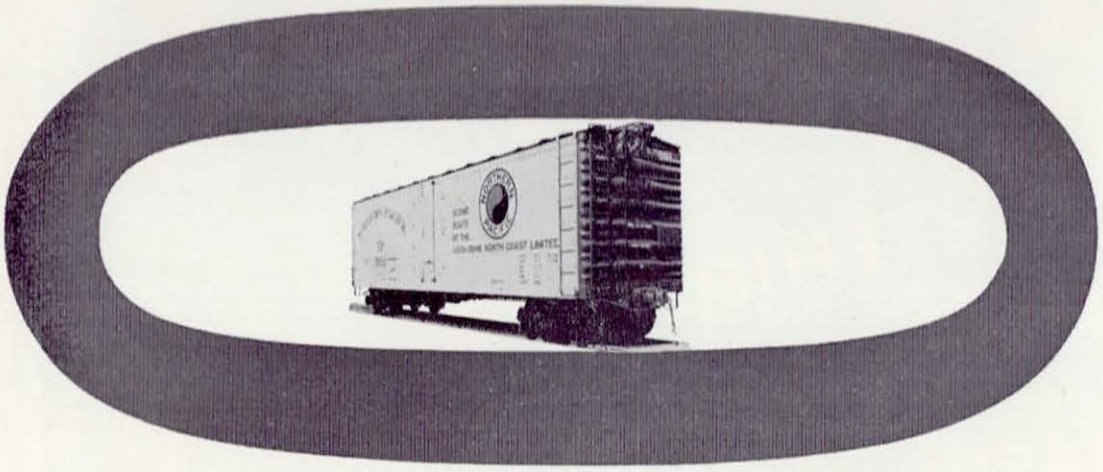
EFFICIENT

LASTING

W. H. MINER, INC. · CHICAGO



WROUGHT IRON AIR BRAKE PIPING STOPS



500 MODERN NORTHERN PACIFIC REFRIGERATOR CARS

List all the improved design features incorporated into Northern Pacific's fleet of 500 refrigeration cars and you would end up with several pages.

They range all the way from an increased truck capacity of 24% to greater door width which speeds up lift truck loading and unloading operations. A memo from the Line's Mechanical Engineer summed it up this way: "These cars are designed to better meet present day operating conditions, reduce maintenance, and provide more years of better car service."

Specific evidence of these lower maintenance and longer service life objectives is the use of Wrought Iron for the air brake systems on all cars. More than 22,000 feet of this time-tested material was used to safeguard the all-important braking system against premature failure caused by corrosion and fatigue.

Our Special Report, *The Use of Wrought Iron for Air Brake Piping*, explains Wrought Iron's resistance against shock and fatigue stresses, its excellent mechanical properties, and its ability to resist corrosion. Write for your copy. A. M. Byers Company, Clark Building, Pittsburgh 22, Penna.

BYERS Wrought Iron Tubular and Hot Rolled Products

Corrosion costs you more than Wrought Iron

RAILWAY AGE *weekly* October 19, 1959 • Vol. 147, No. 16

Week at a Glance

Departments

Current Questions 13
Editors Afield 24
Freight Car Loadings 35
New Equipment 35
New Products Report 32
People in the News 39
Railroading After Hours 26
Railway Market 35
Supply Trade 39
The Action Page 42
Watching Washington 10
You Ought to Know 40

• Editorial and Executive Offices New York 7, 30 Church St.

JAMES G. LYNE, Editor
ROBERT G. LEWIS, Publisher
Executive Editor .... Joe W. Kizzia
Managing Editor .... Fred C. Miles
News Editor ..... Luther S. Miller
Traffic-Transportation .. G. C. Hudson
Mechanical
C. L. Combes F. N. Houser, Jr.
Signaling & Communications
Robert W. McKnight Robert J. Barber
Associate Editors
Rod Craib Harry M. Grayson, Jr.
Librarian ..... Edith C. Stone
Editorial Assistant .... June Meyer
Art Director.....Russell S. Rypsam
Design and Layout .. Joel Petrower
Production Manager..Joseph J. Menkes

• Chicago 3, 79 West Monroe St.
Western Editor ..... Gus Welty
Mechanical .... Norman E. Gillespie
Engineering ..... M. H. Dick
R. E. Dove E. W. Hodgkins, Jr.
Purchasing & Stores ..... Bert Enos
Editorial Assistant .. Wanda Brown

• Washington 4, National Press Bldg.
Washington Editor .. Walter J. Taft

ABC Railway Age, established in 1856, is indexed by the Business Periodicals Index, the Engineering Index Service and the Public Affairs Information Service. Name registered in U.S. Patent Office and Trade Mark Office in Canada.

Published weekly by the Simmons-Boardman Publishing Corporation at 440 Boston Post Road, Orange, Conn. Second-class postage paid at the Post Office at Orange, Conn. James G. Lyne, chairman of the board; Arthur J. McGinnis, president and treasurer; Duane C. Salisbury, executive vice-president; George Dusenbury, vice-president and editorial and promotion director; Robert G. Lewis, Joe W. Kizzia, M. H. Dick, M. J. Figa, R. C. Van Ness, vice-presidents.

N&W-Virginian union approved ..... p. 9

A target date of Dec. 1 has been set for the union of the two independent coal roads following a "landmark decision" of the ICC. The merger—biggest of the century—is expected to produce savings totaling $12,000,000 a year.

Cover Story—C&NW unveils push-pull trains p.16

Chicago commuters are getting their first look at bold new suburban trains on the C&NW. The road has invested $5,600,000 in 36 bi-level cars and has modified seven locomotive units to power the trains. Future expansion of the push-pull idea is likely, but it hinges on availability of funds.

Cover Story—To prosper, focus on economics p.20

Strict adherence to economically-sound practices—in curtailing wasteful work practices, retailoring rates where necessary, developing accurate cost information, progressing sound merger ideas—can help railroads survive in today's political and regulatory climate. The big need is to translate the gains of technology into ammunition that can be used on the competitive firing line.

Cover Story—CNR adopts one-trailer car for piggyback p.22

Trailer design can change quickly, and today's two-trailer piggyback car could be affected, even become obsolete. If that day comes, CNR will be ready. It has adopted a 46-ft car as standard for its Plan I TOFC service.

Missile train described to NDTA p.28

Strategic Air Command officer tells why railroads were chosen for the first experiment in missile mobility. NDTA also hears views of Commerce Under Secretary Allen on integrated transportation and common ownership.

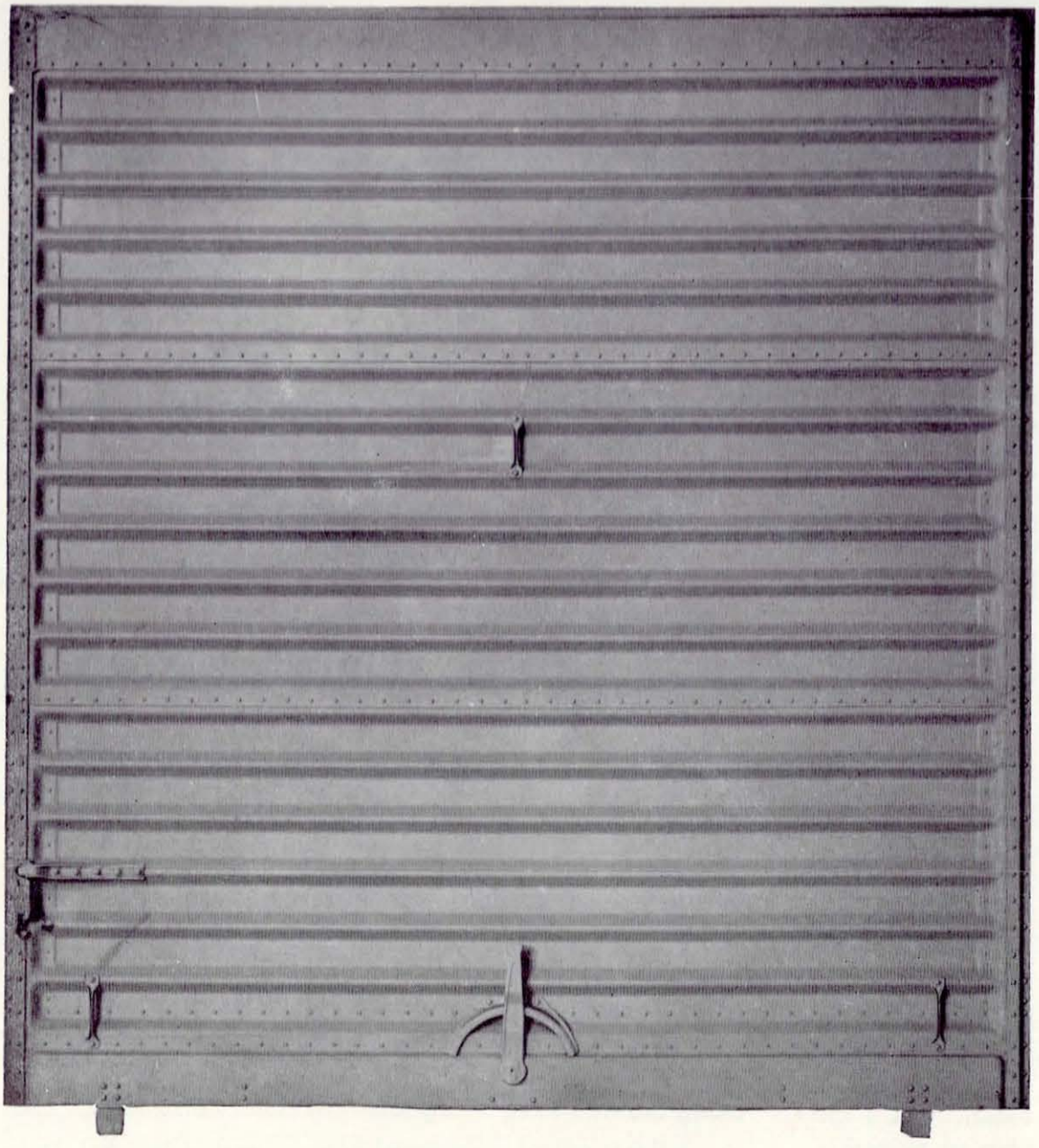
Gang maintenance of signals p.30

RF&P tells AAR Signal Section how it has cut costs by using gangs instead of maintainers on individual territories. Other highlights of the Signal meeting: a panel discussion on hot-box detection and a description of the use of the IBM 650 computer in simulating train operation.

The Action Page—How to quit damaging freight p.42

The continuing need to reduce damage to freight in transit is universally recognized. Saying that is one thing; breathing life into messages about it is another. Western Maryland

THE MOST ADVANCED DOOR FOR YOUR BOX CARS



Youngstown Door Exemplifying the Greatest Advance in Box Car Doors in the Past Decade

THE YOUNGSTOWN STEEL DOOR CO.

CAMEL SALES COMPANY • CAMEL COMPANY LIMITED

Cleveland • Chicago • New York • Youngstown

Week at a Glance CONT.

Current Statistics

Operating revenues	
8 mos., 1959	$6,621,918,760
8 mos., 1958	6,164,653,199
Operating expenses	
8 mos., 1959	5,191,899,748
8 mos., 1958	4,983,068,163
Taxes	
8 mos., 1959	711,116,463
8 mos., 1958	589,523,718
Net railway operating income	
8 mos., 1959	502,889,206
8 mos., 1958	393,702,713
Net income estimated	
8 mos., 1959	365,000,000
8 mos., 1958	286,000,000
Average price railroad stocks	
Oct. 13, 1959 ...	105.52
Oct. 14, 1958 ...	96.03
Carloadings revenue freight	
40 wks., '59	23,877,313
40 wks., '58	20,343,981
Freight cars on order	
Sept. 1, 1959 ...	37,172
Sept. 1, 1958 ...	25,611
Freight cars delivered	
8 mos., 1959	27,435
8 mos., 1958	32,533

Advertising Sales Department

Duane C. Salisbury—director of sales

New York 7, N. Y., 30 Church st., WOrth 4-3060
J. S. Vreeland—vice president; F. T. Baker—district manager; J. C. Lyddy; W. E. Glasby

Chicago 3, Ill., 79 W. Monroe st., RAndolph 6-0794
J. R. Thompson—vice president; J. W. Crossett—district manager; Hale Carey

Cleveland 15, Ohio, 1501 Euclid ave., MAin 1-4455
H. H. Melville—vice president; H. M. Blunt—district manager

Philadelphia, Pa., Jericho Manor, Jenkintown, Pa., TUrner 7-4526
W. E. Glasby—district manager

Pittsburgh 19, Pa., Suite 203, Carlton House GRant 1-8186
C. J. Fisher—district manager

Atlanta 9, Ga., 22 Eighth st., N. E., TRinity 2-6720—J. S. Crane

Dallas 19, Tex., 3908 Lemmon ave., LAkeside 2322—Joseph Sanders

Los Angeles 17, Cal., 1336 Wilshire blvd., HUbbard 3-0390
Bayne A. Sparks—vice president

San Francisco 11, Cal., 244 California st., EXbrook 7-4990
D. S. Clark—district manager

London E.C.1, Eng., 8/9 Clerkenwell Green Sibley-Field Publishing Co., Ltd.

Frankfort am Main (16), West Germany
Wittelsbacher Allee 60
Georg J. Linder, Continental European Representative

Tokyo, Japan
Shadan Hojin, 14
2-Chome Marunouchi
George E. Olcott

Subscription to railroad employees only in U.S. possessions, Canada and Mexico, $4 one year, $6 two years, payable in advance and postage paid. To railroad employees elsewhere in the western hemisphere, $10 a year. In other countries, $15 a year. Single copies 60¢ except special issues. Address all subscriptions, changes of address, and correspondence concerning them to: Subscription Dept., Railway Age, Emmett St., Bristol, Conn.

Circulation Dept.: R. C. Van Ness, Director of Circulation, 30 Church St., New York 7, N. Y. POSTMASTER—SEND FORM 3579 to EMMETT ST., BRISTOL, CONN.

Printed at the Wilson H. Lee Co., Orange, Conn.

Superintendent J. A. Miller has done so, and the way he did it is something a lot of other railroad officers will find challenging.

Short and Significant

ACL will introduce piggyback service . . .

between Jacksonville, Fla., and Atlanta, Ga., Oct. 24. Service will begin with four trailers on two flat cars but the road expects within a year to be running full trains of 50 cars each.

Joint through rates . . .

for piggyback traffic got a boost last week. Lackawanna has published a tariff supplement, effective Nov. 20, to provide joint through rates with All Freight Transportation, Inc., a motor common carrier. The arrangement will apply between points on DL&W, NKP, Monon and C&EI, on the one hand, and points in Nassau and Suffolk counties, Long Island. These are class rates at the motor carrier level on truckload business; and DL&W says its tariff covers more points in the Long Island counties than are covered in local rail tariffs there.

Two railroad labor cases . . .

will be decided by the U.S. Supreme Court. One is a union-shop case. It came up from a Georgia court which upheld a group of Southern employees in their contention that an employee can't be forced to pay dues to a union that will use any part of his payments for political purposes (RA, Dec. 1, 1958, p. 10). The other case involves the question of whether a strike to enforce stabilization-of-employment demands can be enjoined on the ground that such demands do not relate to wages, rules and working conditions as defined in the Railway Labor Act. This came up from a Federal court which enjoined members of the Order of Railroad Telegraphers from striking against the Chicago & North Western (RA, March 23, p. 24).

Railroad employment dropped . . .

to 797,195 in mid-September—a decrease of 2.74% from August and a decline of 5% from a year ago—according to the ICC's Bureau of Transport Economics and Statistics.

A single transportation agency . . .

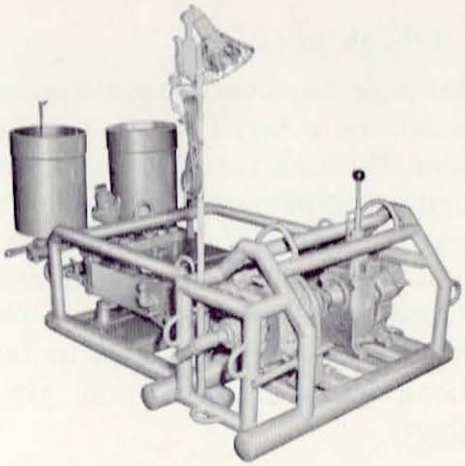
could help achieve a "truly balanced" national transportation system, New Jersey Senator Clifford P. Case declared last week. Such an agency would handle all the "promotional activities" of various modes of transportation and "leave the issue of regulation to the independent boards and commissions," he said.

HALLIBURTON

GROUTING

SERVICES

complete equipment, men, and materials for any size grouting job!



THE HALLIBURTON METHOD of grouting dating back to 1930, has attained an outstanding performance record due to a constant and continued scientific research and development program in the field of grouting techniques. Through improved grouting methods, Halliburton has pressure-grouted many million sacks of portland cement and special grouting chemicals.

Halliburton's successful pressure grouting record is due to its experienced grouting engineering service personnel and the latest scientific grouting developments within its own technical, development laboratory...having continuously created grouting materials and developed grouting equipment that are unique for improved grouting operations.

The Halliburton Pressure Grouting method offers some of these exclusive features:

- A dependable and convenient method of metering, mixing and placing grouting materials – continuously.
- A Grouting Pump Assembly . . . consists of skid mounted pump units incorporating all the pump equipment, calibrated tanks, manifolding, pressure gauge, pressure recorder, hoses and mixing jet gun.
- Pump Unit is either air motor or diesel engine driven . . . to conform with the availability of compressed air on the job site.
- Power Units are demountable in order to reduce size and weight of component parts for easier handling and transporting in such areas as restricted mine passages and shafts.
- Pressure gauge permits accurate control of grouting material discharge.
- Pressure recorder produces a time-pressure chart of complete grouting operation.
- The jet gun mixer, an integral part of the grouting assembly, regulates the viscosity of grouting mixture, keeping the grouting materials continuously moving.
- ***A Wider Selection of Grouting Materials***
- Halliburton offers many different types of cements for specific grouting operations.
- A great number of additives and water control agents for the improvement and modification of basic grouting materials are available.

HALLIBURTON OIL WELL CEMENTING COMPANY IS FINANCIALLY ABLE TO PERFORM ANY SIZE GROUTING OPERATION AS A PRIME OR SUB-CONTRACTOR

Halliburton Pressure-Grouting Method has been "job-proven" on:

DAMS
- Municipal dam repairs . . . sealing foundation leaks
- New dams . . . sealing foundations and forming cut-off walls

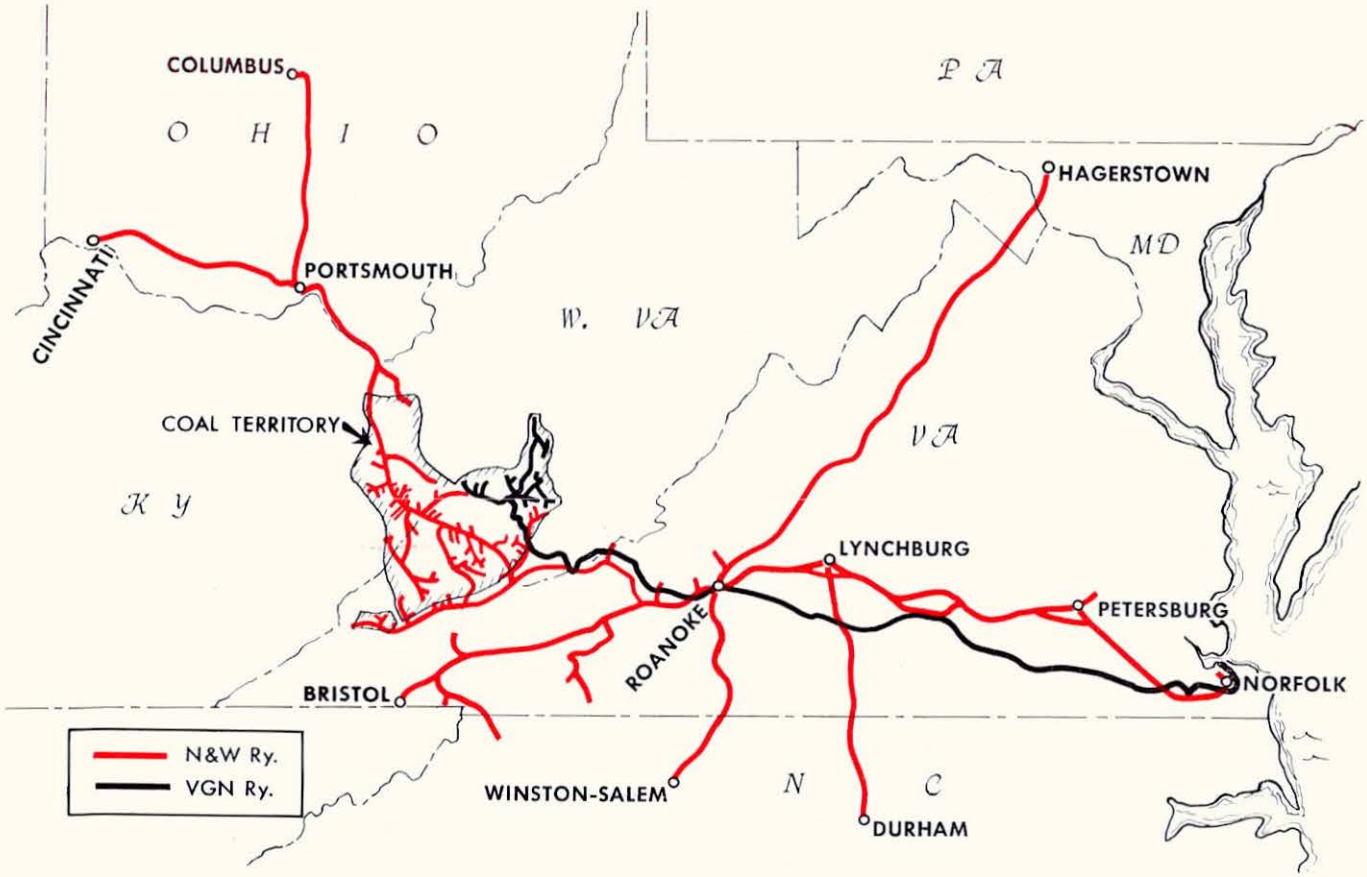
STABILIZATION OF UNCONSOLIDATED SAND AND SOIL
- Building foundations
- Compressor station foundations
- Tunnels
- Railroad railbeds
- Ground water control

MINING
- Shaft water control
- LPG storage caverns

For additional detailed information and "job experience" data about the successful Halliburton Pressure-Grouting Services, write or contact Halliburton Oil Well Cementing Company, General Offices; Duncan, Oklahoma.

HALLIBURTON GROUTING SERVICES

HALLIBURTON OIL WELL CEMENTING COMPANY • DUNCAN, OKLAHOMA



N&W-Virginian Union Approved

► **The Story at a Glance: A "landmark decision" by the Interstate Commerce Commission has cleared the way for merger of the Norfolk & Western and Virginian. Target date: Dec. 1.**

N&W President Stuart T. Saunders hailed the decision as reflecting "a far-sighted viewpoint on the part of the Commission and a sympathetic interest in solving one of the major problems which confront the railroad industry today and that is the elimination of duplicating and unneeded transportation facilities and services."

Estimated savings from the merger: $12,000,000 a year.

Biggest twentieth-century merger of independent railroads has been approved by the ICC. The unopposed consolidation of the Virginian into the Norfolk & Western was authorized last week on the basis proposed by those two roads.

Favorable ICC action came in a unanimous report by the Commission's Division 4, consisting of Commissioners Arpaia, Walrath and Goff. The report also authorized issuance of N&W securities and construction of connecting tracks as necessary to carry out the merger plan. And it cleared N&W-Chesapeake & Ohio trackage-rights agreements which were contingent on approval of the merger.

The N&W and Virginian now operate a total of 2,746 miles of road, of which 2,138 miles are operated by N&W. The latter will be the surviving company, and the merged system will be known as the Norfolk & Western.

It will be headed by N&W President Stuart T. Saunders. While the Louisville & Nashville's absorption of the Nashville, Chattanooga & St. Louis (approved in 1957) involved greater mileage (more than 6,000), it was not a merger of independent roads. They had financial relationships for more than 75 years.

Lines of the N&W extend from Columbus, Ohio, and Cincinnati, on the west, through Portsmouth, Bluefield, W. Va., Roanoke, Va., Lynchburg and Petersburg, to Norfolk, on the east. It also has lines from Roanoke to Winston-Salem, N.C., and to Hagerstown, Md. In addition, it has a large number of branches in the coal fields of southwest Virginia, southern West Virginia, and eastern Kentucky.

Lines of the Virginian extend from Deepwater Bridge, W. Va., on the west, through Princeton, W. Va., Roanoke, Altavista and Suffolk, to Norfolk, on the east. It also has lines extending west from Elmore, W. Va., to Gilbert, and east from Mullens, W. Va., to Willabet.

N&W freight revenue in 1958 totaled $190.3 million, of which $127.6 million, or 67.1%, came from coal and coke traffic. In that same year, Virginian's freight revenue totaled $47.6 million, of which $41 million, or 86.1%, came from coal and coke traffic. N&W passenger revenue in 1958 amounted to $2.9 million. The Virginian has operated no regularly scheduled passenger service since 1956.

Lines of the two roads, as the Commission put it, "are both complementary and duplicating." It explained that

(Continued on page 36)

M/W Rules Dispute Settled

Long-standing job stabilization demands of the Brotherhood of Maintenance of Way Employees have been settled. On Dec. 1, an agreement on the stabilization issue will take effect.

Terms of the settlement provide that when the carriers propose material changes in work methods which will adversely affect employees, the brotherhood will be consulted relative to application of existing rules and on such matters as seniority and the displacement or placement of affected employees.

The railroads, however, are not required to reach an agreement with the union before the changes are put in effect.

Under the new agreement, provision is also made for:

- Procedural steps and, if necessary, arbitration if railroads and the organization cannot agree on rates of pay for new positions which do not already have established rates. Arbitration is to be conducted under the Railway Labor Act by a three-man board. Issues are to be confined to three points: Whether the rate established by the carrier is proper, whether the rate sought by the general chairman is proper, or whether some intermediate rate should be set. The board's decision will be binding on company and union.
- A 96-hour notice of reduction in maintenance forces.
- Publication of rates of pay in a master M/W schedule and the furnishing of information relative to general increases or decreases in rates of pay.
- Preservation of existing rules which are identical to, or more favorable to employees than, the mediation agreement rules.

Theodore Short, chairman of the Western Carriers Conference Committee, and Brotherhood President

(Continued on page 39)

Watching Washington *with Walter Taft*

• **EIGHTY-YEAR OLD DIFFERENTIALS** in favor of Philadelphia, Baltimore and Hampton Roads ports will remain undisturbed if the ICC accepts advice it has received in a proposed report from Examiner M. L. Boat. He recommends that the Commission condemn tariffs whereby railroads serving New York, Albany, N.Y., Boston, Mass., and Portland, Me., propose to eliminate differentials on all export and import traffic except iron ore, coal and coke.

ADOPTION of the recommendation would halt a rate war. Railroads serving the differential ports have filed retaliatory tariffs embodying counterproposals to reduce their rates by amounts necessary to preserve the differentials. At the same time, all interested roads recognize the basic issue as one of port differentials. Thus, they request that the case be decided on the present level of rates to avoid "needless sacrifice" of revenue.

AWARENESS of past differential controversies is reflected in this position. Those controversies tended to run a course through rate wars which often ended with depressed rates—but with cents-per-100-lb. differentials finally fixed on a basis the same or not much different from that in effect when the war began.

TARIFFS IN ISSUE here were filed more than three years ago. They have been suspended since—first by order of the Commission and thereafter by voluntary action of the carriers. They would equalize imports and export rates on the Baltimore basis, to and from so-called differential territory. Roughly, that's Central Freight Association and Illinois Freight Association territories and Southern Wisconsin.

EVENTUALLY, however, the equalizers hope to eliminate differentials on all export and import traffic moving through North Atlantic ports. Protestants to the present proposal are also apprehensive of the "widespread collateral effects" of such a program, the examiner says.

THE DIFFERENTIALS have been in effect since 1887—except for a brief period of disagreement between the carriers in the "eighties." They have been assailed many times by port interests, but this is the first time any railroad has proposed to eliminate them.

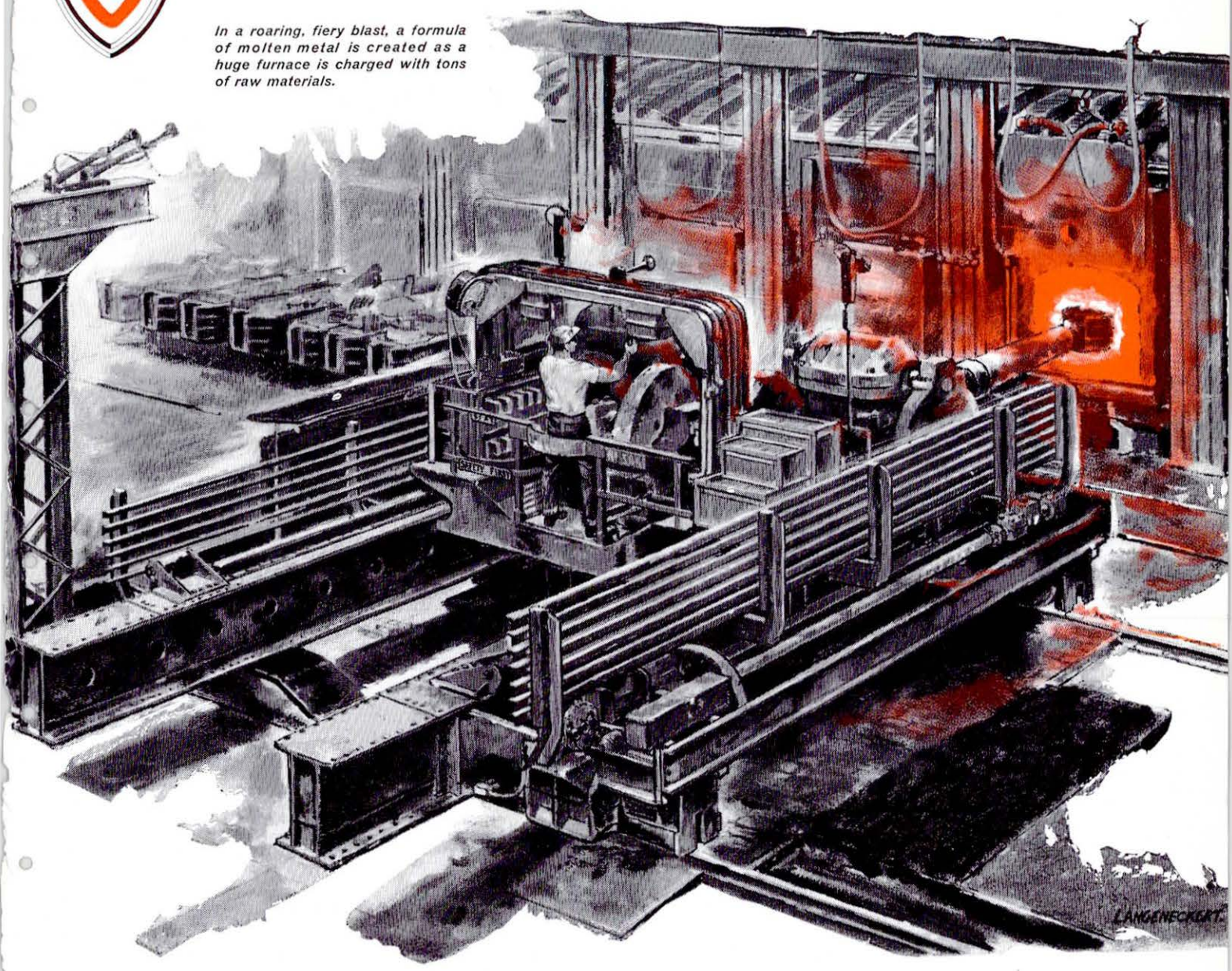
EQUALIZATION of ocean-shipping rates to and from the ports is the main prop of the equalizers' case. They also cite the southern tier ports' relatively greater gains in export and import tonnage in recent years. The examiner, however, adjusts such figures to eliminate coal and coke, and other tonnage which would not be affected by the equalization proposal. On that basis, he finds the northern tier ports holding their own, and New York still with "complete dominance" of general cargo traffic to and from the differential territory.

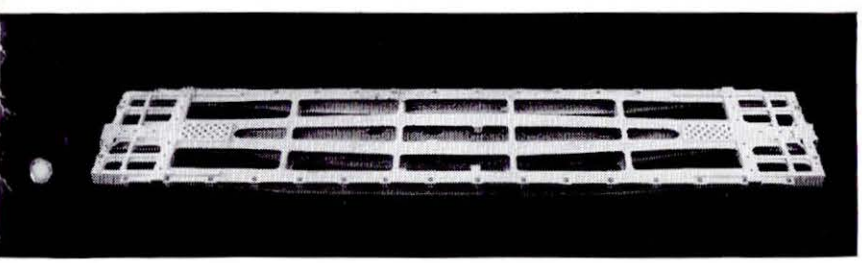
• **THE ICC IS RECONSIDERING** its decision in the released-rate-rules case. The decision embodies a disclaimer of Commission authority to authorize railroads and truckers to publish general liability-limiting rules. The proposed rules would limit carrier liability to $3 per lb and additional charges would be assessed for declared value in excess of that amount.

SHIPPERS OPPOSE the proposal, their opposition being spearheaded by the National Industrial Traffic League. The Commission's reconsideration will be based on the present record. It refused to go all the way in granting carrier petitions which sought also to have the case reargued.

Where railroad progress is cast in steel....

In a roaring, fiery blast, a formula of molten metal is created as a huge furnace is charged with tons of raw materials.





One-piece cast steel underframes for flat cars provide exceptional strength with minimum weight, lowest maintenance with greater availability and long service life. In the past eight years over 5000 one-piece flat car underframes have been furnished or ordered by 26 customers. All of an original order of 1500 flat car underframes are still in service after more than 20 years of rigorous use. Standard designs are available for 50-ton and 70-ton cars.

Great capacity to produce is an essential part of General Steel's service concept. Experienced manufacturing staff, extensive facilities, and modern plants are geared to turn out large one-piece steel castings in volume for use by the world's railroads and other vital industries.

General Steel one-piece cast steel products have tremendous inherent strength and durability, which increases equipment life, lowers maintenance costs and adds to safe operation of equipment. Specify General Steel . . . for a profitable investment in long years of service.

GEARED TO PROGRESS

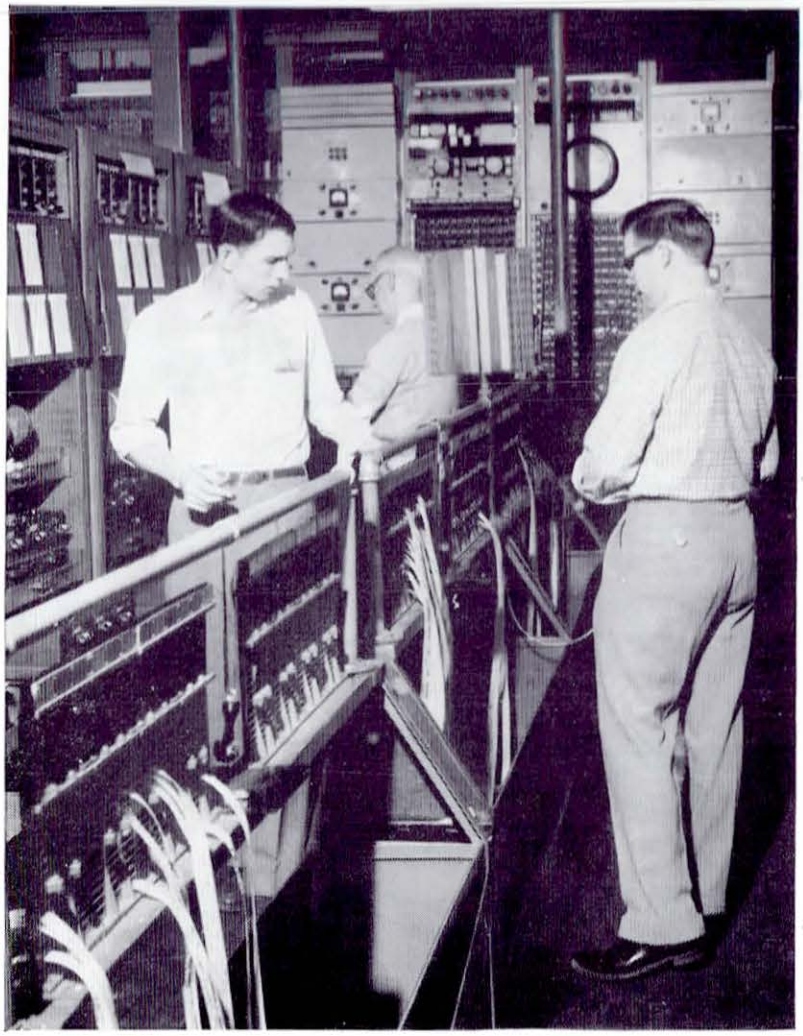
P R I

MEMBER

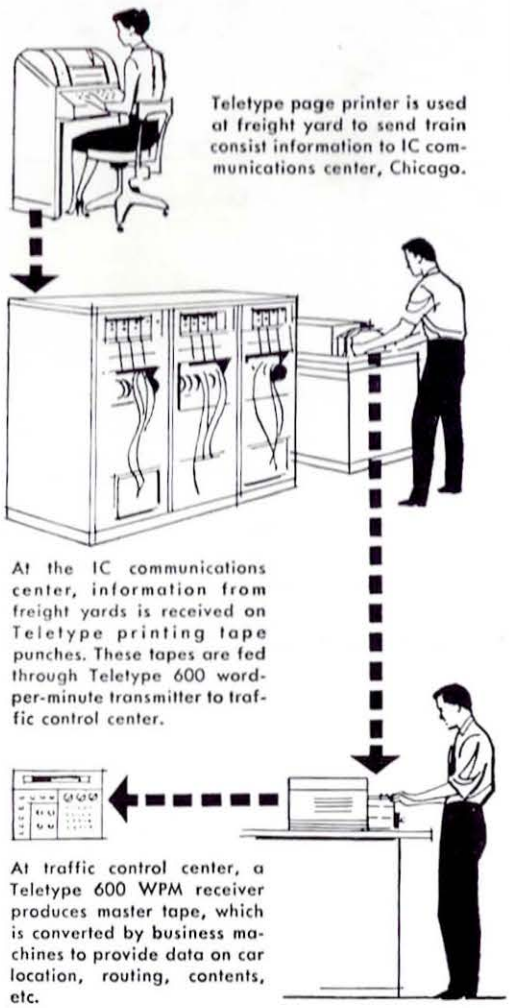
GENERAL STEEL CASTINGS

GRANITE CITY, ILL. · EDDYSTONE, PA. · AVONMORE, PA.

How to keep track of 50,000 freight cars . . .



Communications center at Illinois Central Railroad.


Teletype page printer is used at freight yard to send train consist information to IC communications center, Chicago.
At the IC communications center, information from freight yards is received on Teletype printing tape punches. These tapes are fed through Teletype 600 word-per-minute transmitter to traffic control center.
At traffic control center, a Teletype 600 WPM receiver produces master tape, which is converted by business machines to provide data on car location, routing, contents, etc.

New Teletype system cuts car reporting from days to minutes on the Illinois Central

New Teletype equipment—including the first Teletype 600 word-per-minute tape transmission system in the railroad industry—is helping the Illinois Central to expedite the classification of more than 50,000 on-line freight car records daily.

The result is greatly improved customer service. Now, information on freight location or arrival is quickly available to shippers and consignees through the railroad's *service bureau* at Chicago. Railroad management benefits, too, by having up-to-the-minute data —and there are important savings for the accounting department.

Additional information is available in a new folder that outlines the Teletype equipment system employed by the Illinois Central Railroad. Please write to Teletype Corporation, Dept. 43 K, 4100 Fullerton Ave., Chicago 39, Illinois.

TELETYPE®
CORPORATION
SUBSIDIARY OF *Western Electric Company* INC.

Why Not Standard Wrist Watch?

"In regard to your September 7 Railway Age request for favorable comments on the adoption of railroad wrist watches, I am most delighted to write in support of such a measure.

"It is embarrassingly ridiculous for the railroad industry to maintain the archaic practice of heralding a pocket watch (e.g., 19 jewel, 5 adjustable, 16 size) as the only standard railroad time piece.

"The basic arguments cited against the acceptance of a wrist watch as an optional standard are:

"1. Possibility of increased shocks—arm vs. body motion.

"2. Susceptibility of failure—smaller, more fragile components.

"3. Nonadjustability.

"4. Visibility of watch.

"A wrist watch is certainly introduced to more motions or shocks. And yet a top grade, plain-faced watch, comparable in price to a pocket watch (e.g. $100-$125), would withstand substantial abuse, and be composed or reliable material.

"The grapevine has it that Hamilton Company, this fall, hopes to announce a wrist watch with an adjustable balance staff. Apparently Hamilton has eliminated the customary watchmaker's practice of forcing a rigid, nonadjustable balance staff into a wrist watch socket. Such a watch, if it becomes a reality, would bring a wrist watch close to the precision of a pocket railroad watch.

"As for visibility, what is easier to read than a plain-faced (would be mandatory) wrist watch; a watch whose very nature implies ease and accuracy of reading?

"The inclusion of an optional privilege would delete a management edict, thereby eliminating employee criticism if the operations of the wrist watch resulted in a shortened inspection interval.

"Incidentally, just how damaging is a five- to ten-second variation in official time to future railroading by radio control, centralized traffic control, etc.? Is our transportation really that precise, to require and demand split-second timing? Certainly, divisions using manual block could maintain status quo in watch requirements.

"I heartily endorse the introduction of new standards to permit the limited use of proper grade railroad wrist watches."—*Thomas M. Taylor, Jr., trainmaster, New York Central, Sandusky, Ohio.*

Conducted by George C. Randall, district manager, Car Service Division, retired, this column is a forum for questions being discussed on railroads today. Questions and answers are welcome from readers at all levels of responsibility. We'll pay $10 to any reader submitting a question that forms the basis for a column discussion.

Why Not Standard Railroad Watches? has appeared in the three preceding columns, with previous comments generally favoring the pocket watch. Our correspondent this time favors the wrist models.

What Are Advantages of Billboard Box Cars? was raised in this column Sept. 14. Then, as now, we had comments on both sides of the issue.

Where Has Hot Box Odor Gone? will be coming up in the near future. The question has been raised of the possibility of an additive to journal oils that might cause a distinctive smoke or smell to warn of hot boxes.

What Are Advantages of Billboard Box Cars?

NYC . . .

"New York Central showed a prototype and a model of a new box car paint design at its annual meeting last spring and asked shareholders to vote for their preference between the new design and the standard NYC paint job.

"The results of the shareowners' poll regarding the green box car color and redesigned herald and lettering show over 95% to favor the design, out of some 200 ballots cast. Other comment, including that of the press, seems to be equally favorable.

"The decision on whether or not to adopt the color scheme officially now rests primarily on experience factors; weathering qualities, identification of reporting marks, and the like. It remains to be seen what experience will show in these respects. The earliest trial cars have been on the road only some six months or less, and the bulk of the cars under four months."—*R. S. Eisenhauer, director of public relations. New York Central.*

. . . CofG . . .

"You have asked a good question as to the advantages of good public recognition of the Central of Georgia name on our aluminum, oval-shaped, 'Watermelon' box cars. We had many favorable comments from all over the United States about these unusual cars. I think they caused our railroad to become better known, and may have attracted some traffic managers to the extent of causing them to give us an extra car or two of freight. However, this paint job resulted in an increased cost of approximately $27 per car. I seriously doubt that we will continue it when the cars are repainted, or when future cars are purchased."—*W. E. Dillard, president, Central of Georgia.*

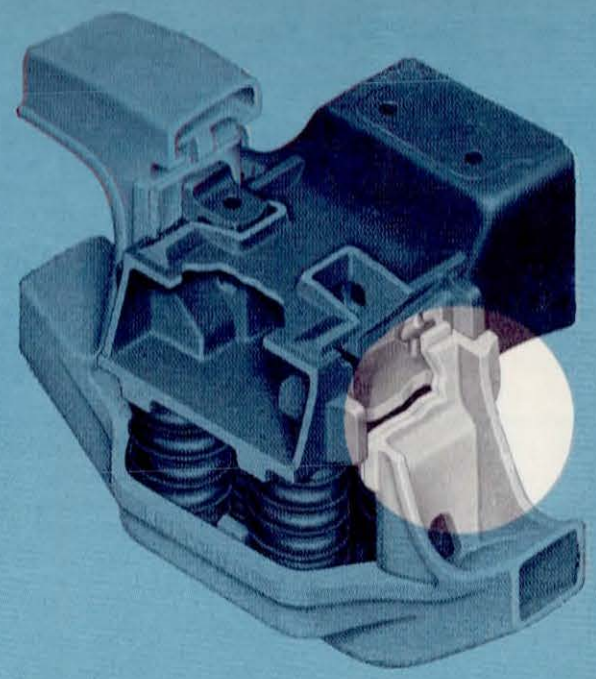
. . . M&StL

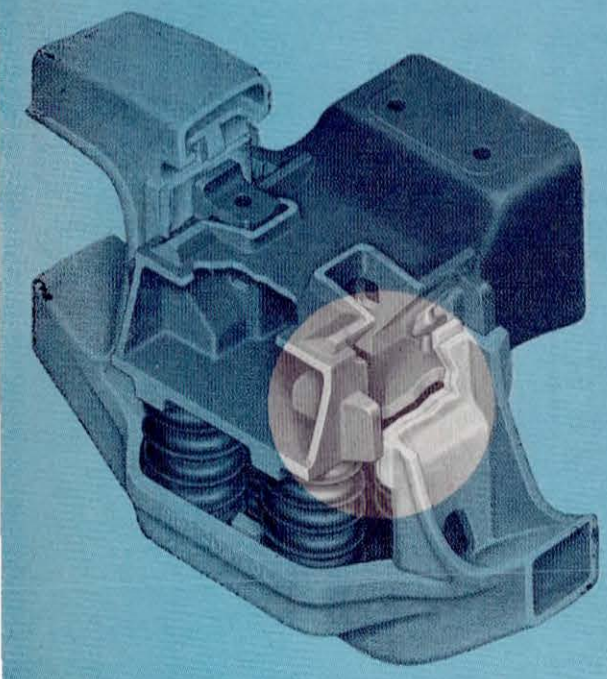
"We have been painting so-called 'billboard' box cars for more than two years. The 6-ft, 11-in. letters 'M.StL' have earned more than enough favorable comments to justify the program.

"In undertaking the 'billboard' advertising, we tried several color combinations and finally decided on fire-engine red and white. The paint has held up beautifully. In the process we also took the ampersand out of our letters. This, too, improved the appearance of the car."—*L. I. Gelfand, executive assistant, public relations-advertising, Minneapolis & St. Louis.*

NEW **Larger friction-control surfaces**

Larger angle surfaces on bolster and larger shoe equalize wear for longer truck life.

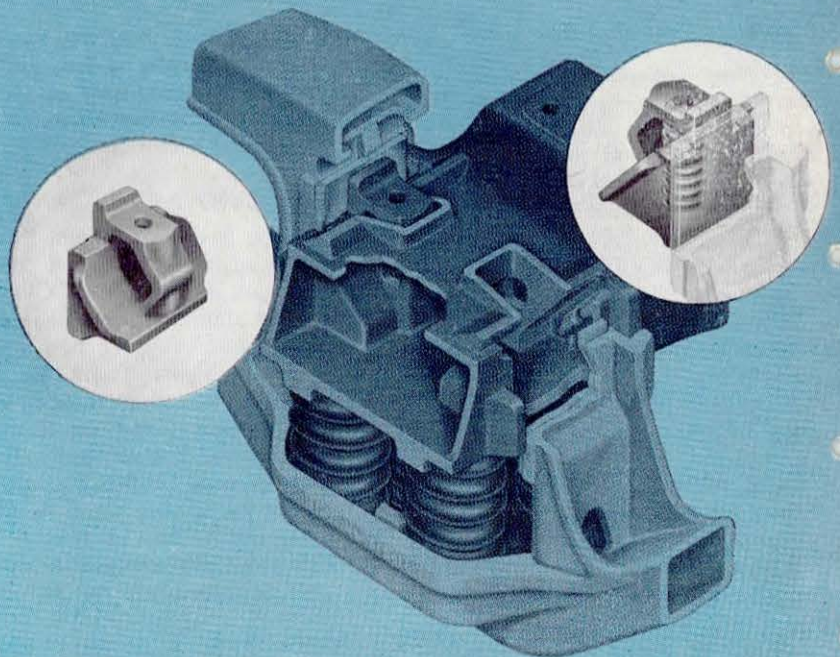




NEW

NEW **Wing shoe is shell-molded**

Larger areas—plus ASF's precision casting process that results in smoother surfaces and closer tolerances. New longer-wearing steel, too.



NEW **Superior bolster control**

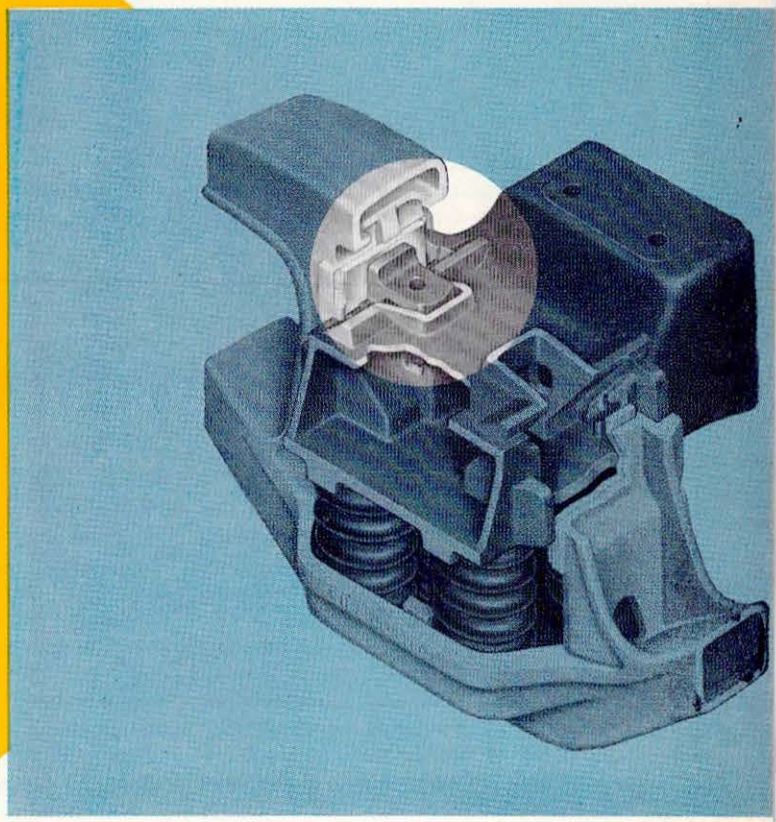
Longitudinal, lateral and rotary movement of bolster are under constant control. Ride-Control elements stay in proper position for improved ride and increased truck life.

NEW **Column wear plate with high weldability**

Steel composition and heat treatment developed for wear resistance, yet the plate is readily weldable.

ASF Ride-Control® Truck

...now better than ever



Here is the biggest step forward in truck design since the first of more than one million Ride-Control Trucks pointed the way to modern freight service. With the improvements presented on these pages, the new ASF Ride-Control Truck is better built to ride better longer and cost less to maintain.

These new features were designed in ASF Research Laboratories and tested and proved under operating conditions on the ASF Service Laboratory Test Train. They are further examples which show you how ASF Research and Development continues to work to give you better products that save you money.

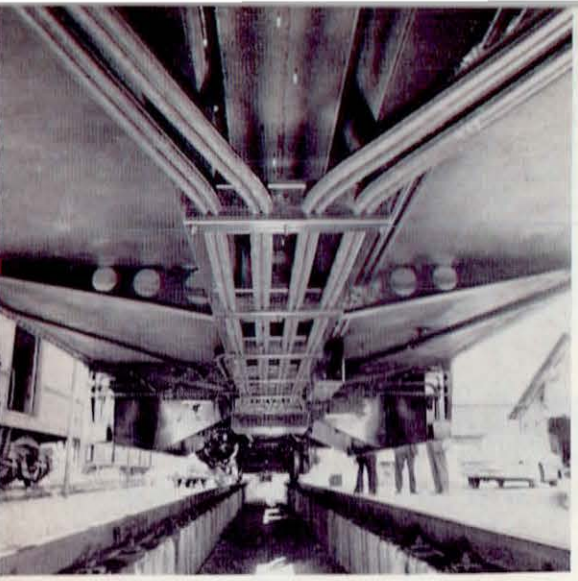
ASF

AMERICAN STEEL FOUNDRIES

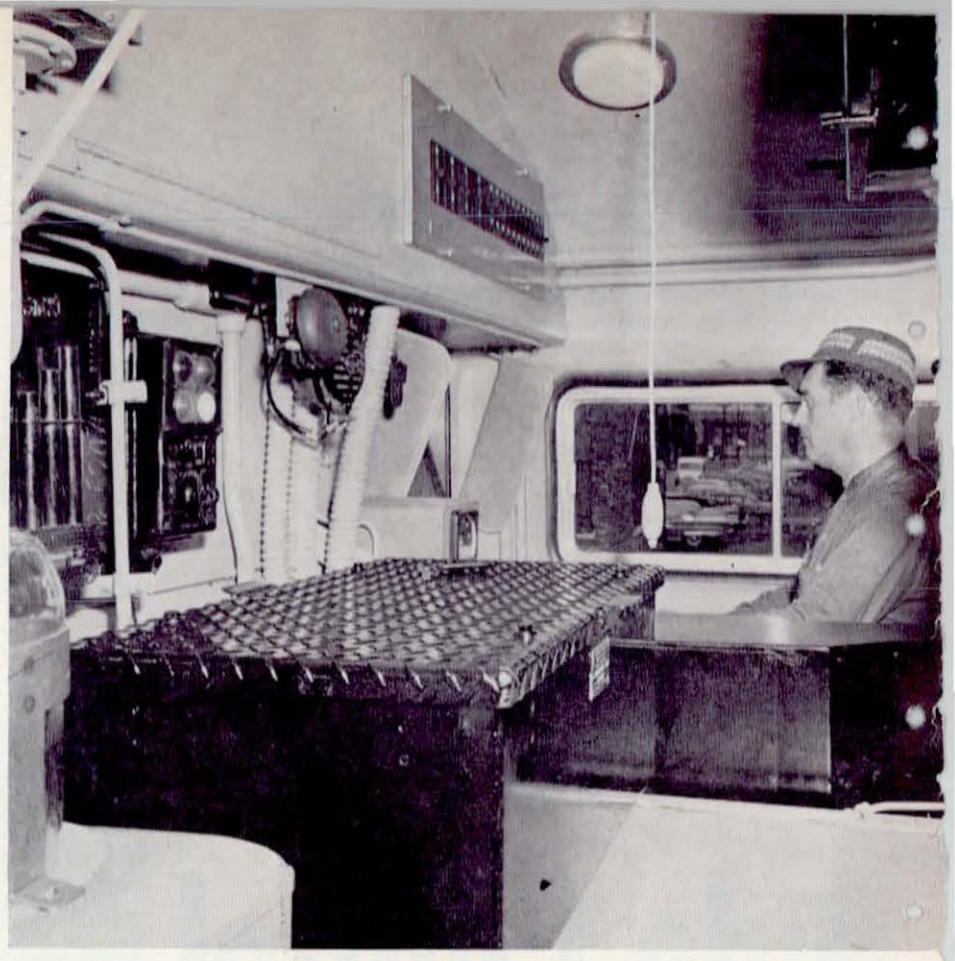
Prudential Plaza, Chicago 1, Illinois

Canadian Manufacturer and Licensee: International Equipment Co., Ltd., Montreal 1, Quebec

Other Foreign Sales: American Steel Foundries, International, S.A., Chicago



▲ **CAB UNDERBODY** displays clean appearance. Electric heating system eliminates need for steam pipes, generators on each car.



COMPACTLY ARRANGED cab occupies one end of upper level of cab cars. Engineer and fireman enter cab via upper-level aisles. ▶

C&NW Unveils Push-Pull Trains

Sleepy commuters who have to be pushed out the door each morning can now be pushed all the way into Chicago—provided they're commuting via Chicago & North Western.

C&NW last week unveiled the first of its push-pull suburban trains—a modified EMD F-7 and a double-deck "cab" car operating at opposite ends of a string of double-deck, high-capacity coaches. By early January, the road will have 36 cars (8 cab cars, 28 trailer coaches) in the service. The builder: Pullman-Standard. The cost: $5,600,000, plus $262,000 for modification of seven F-7 units (biggest single chunk of the more than $22,000,000 North Western has spent on its commuters in the past five years).

The new cars—155-seat cab cars, 161-seat trailers—will be mavericks in C&NW's stable of suburban equipment. But they're the forerunners of an expanded push-pull operation, which North Western plans to operate as funds become available.

For the time being, they'll have a segregated operation. Principally because of their electric heating system, push-pull cars aren't compatible either with North Western's existing double-deck commuter cars or with conventional coaches. They will operate with the bi-level cars on the roads' "Peninsula 400" and "Flambeau 400." The long-range suburban plan, however, involves conversion of the 48 cars previously in service to push-pull operation. (Replacement of all conventional equipment is a problem of a different stripe. C&NW estimates the cost at about $20,000,000).

The new equipment has been designed for bi-directional operation in maximum nine-car trains, with the locomotive always spotted at the outbound end of the train. Trains will, in effect, be pushed into Chicago, pulled back to the suburbs on North Western's three suburban lines.

Cab cars will be spaced at intervals in each train, so that trains may be broken and shorter consists used during off-peak hours. Flexibility in the system will eliminate terminal switching and consequent train delays.

Operational and mechanical highlights of the push-pull prototypes:

- Cab cars are equipped with control stand, complete locomotive air brake system, automatic train control, automatic train stop and other accessory equipment necessary for safe operation in suburban service. Firemen's side of the "cab" contains only one control—a B3B emergency brake. Entrance to the cabs is through the upper-level aisles of the car.
- All electric power for heating, air conditioning, lighting and other appliances will be transmitted via trainlines from a power plant on the locomotive. Push-pull cars are about 10 tons lighter than conventional double-deck cars, largely because the new equipment isn't burdened with steam pipes and electric generators. Trailer coaches weigh in at about 123,400 lb, or about 766 lb per seat (a ratio comparable to or less than that of most of the so-called lightweight trains of a few years ago).
- The all-electric heating system operates on 480-volt, 60-cycle, 3-phase current from the alternator on the locomotive. Floor heat is provided by strip heaters along each side wall at the lower-level floor line. Overhead heat is provided by heat units in the main air ducts. With an outside temperature of 10 degrees below zero, the system will maintain an interior temperature of 60 degrees.

• Power is transmitted through the cars via trainline jumper cables. Trainlines consist of (1) 3-phase, 480-volt, 1,200-amp power trainline plus three control wires in each group of three power wires: (2) 8-wire line for side door operation; and (3) 27-wire line for M-U operation.

• Air conditioning is provided by two 8-ton Trane self-contained units in the ceiling at the center vestibule (each unit supplies half the car). Unit capacity is rated at 96,000 Btu/hr with a total air supply of 2,400-2,600 cfm, 25% fresh air, based on outside temperature of 100 degrees and inside temperature of 78 degrees, 50% relative humidity. Duct system consists of one duct on each side of the car, built into the upper-level floors; and a single center line ceiling duct.

• Interiors are finished in colored vinyl, stainless steel, anodized aluminum. No paint is required. Windows are more than 5-ft wide and window glass is tinted to minimize glare and eliminate need for shades (glass is tinted dark at the top, and shaded to almost clear at the bottom).

• Operation of the 36 new cars will permit retirement of about 70 old coaches (which cost about $1,050,000 new, North Western notes, compared to the $5,600,000 investment in the push-pull equipment).

Coincidental with introduction of the new-look cars, C&NW is passing the word on push-pull to its 40,000 comuters via a 12-page question-answer booklet (aptly titled "Hey Pop, why does your train run backwards?' or, Questions and Answers on North Western's New Push-Pull Trains and other short subjects . . .").

One of the "short subjects" is a page devoted to C&NW's answer to the expected question: "Is there a likelihood of a fare increase?"

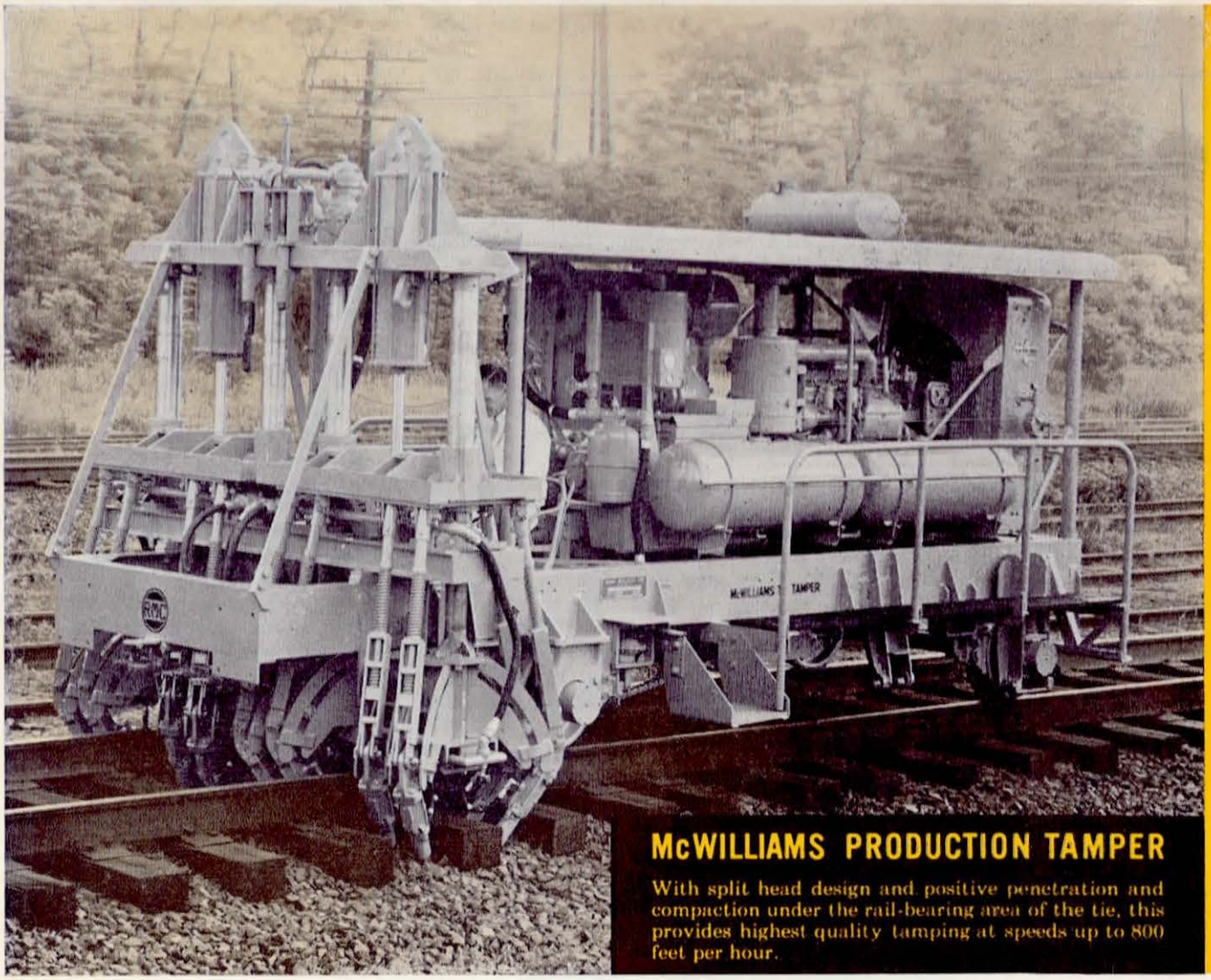
It's possible, North Western says, that an increase may be asked in the near future to keep the service operating on a self-sustaining basis. But any increase in volume of business and any cost reduction achieved through greater efficiency would reduce the amount of the boost required.

"We don't believe in constantly increasing our fares," North Western is telling its commuters. "But we are determined to run our suburban service as any business should be run—efficiently and in the black. Anything else is a dead-end street for our riders and for the railroad, too. At the same time we want our service to be the most modern in the country, operating on fast, on-time schedule so that we can compete successfully against the private automobile operating over tax supported highways and expressways."

That's one of the ironic parts of the situation: During the five years that C&NW, without subsidy, spent $22,000,000 improving its service (not including improvements to track and stations) it's also paid more than $9,000,000 in taxes in the four counties where most of the suburban business is concentrated. And part of that money has gone to support the streets and highways that drain commuter traffic away from the rails.

Still, North Western is doing its best to attract new riders. According to President Clyde J. Fitzpatrick, C&NW plans call for developing "the finest suburban service in the country. We believe the new coaches we are now receiving and the push-pull method by which they will operate in trains will be the prototype of what we hope can eventually be applied to our entire suburban system."

INBOUND END of a C&NW push-pull train. Engineer's cab has full locomotive control equipment.



McWILLIAMS PRODUCTION TAMPER

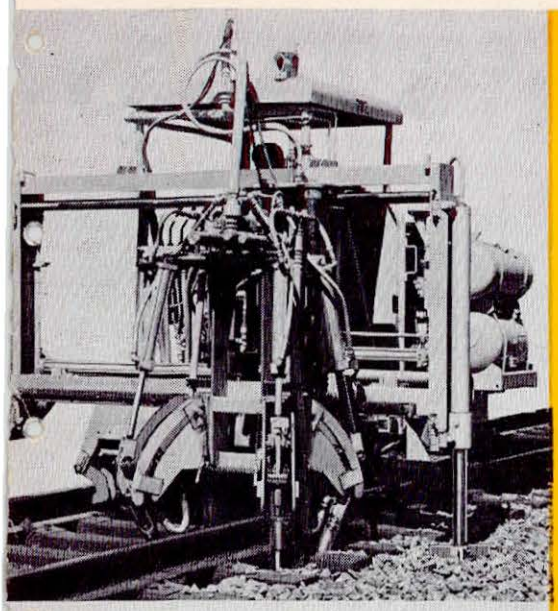
With split head design and positive penetration and compaction under the rail-bearing area of the tie, this provides highest quality tamping at speeds up to 800 feet per hour.

Track stays Up Longer with

Track tamped with these units will extend the surfacing cycle by 30% or more over other machines in use—in all cases, providing the lowest tamping cost per year. *Write for new Tamper Bulletin T-600.*

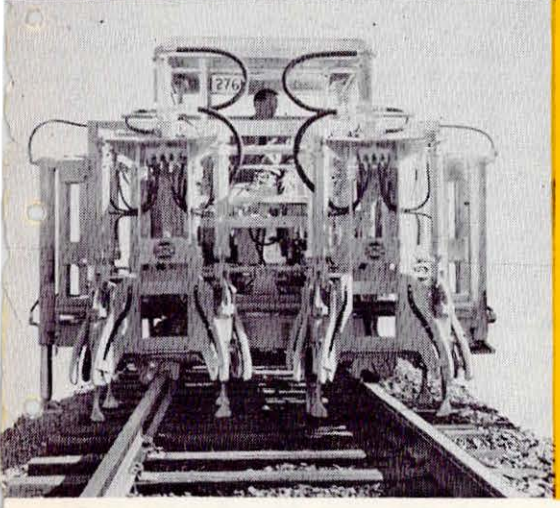
McWILLIAMS JACK TAMPER

Speed and ballast compaction are sufficient to keep ahead of multiple tamping—with no need for over-raising.



McWILLIAMS SPOT TAMPER

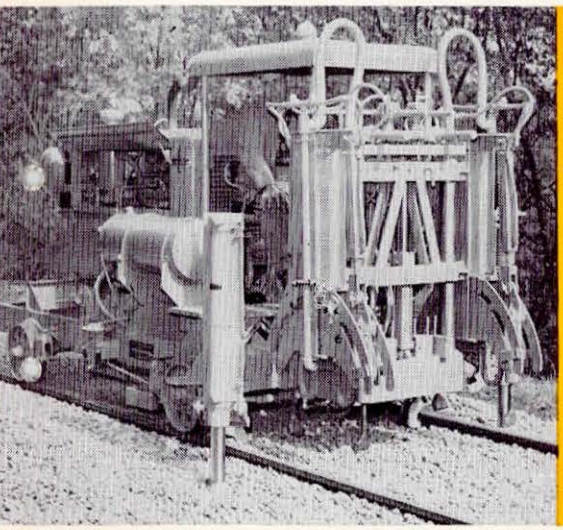
The most useful and the most widely used spot tamper, this fast, mobile machine delivers big-tamper ballast compaction.



McWILLIAMS MULTI-PURPOSE 8

The world's most versatile tamper, this intermediate machine is a production tamper . . . a spot tamper . . . a jack tamper.

a McWilliams Tamper



Trial and LEASE Plans

Railway Maintenance Corporation

PITTSBURGH 30, PA.

To Prosper, Focus on Economics

By J. G. LYNE
Editor, Railway Age

The political and regulatory climate the railroads live in is hostile to sound transportation economics. Probably this climate will improve, if we work for it hard enough—but the cure won't come quickly. Meantime, to survive and prosper, railroads are forced to exert themselves to the utmost to establish within the industry the strictest adherence to practices that are economically sound.

This is why the current campaign to curtail wasteful working rules is so timely and so necessary. This is why railroads must be resolute in withdrawing services that cannot be made to pay their way. This is why rates must be retailored, wherever retailoring is needed, to do the best job they can to maximize net earnings. This is why wisely conceived mergers must be urgently progressed. This is why more, and more acceptable, cost information must be speedily developed—because you can't be economical unless you know for sure what things cost.

The first three accompanying charts establish three important facts:

- That railroads are the most economical means of moving freight—hence that, in the national interest, their continued service must be assured;
- That railroads' record of earnings, compared to those of manufacturing and the electric utilities, is unsatisfactory—not high enough to induce an adequate inflow of new investment capital; and
- That agencies of transportation competitive with the railroads have their fixed plant provided and maintained by government, which is rapidly increasing its appropriations for the purpose—thus expanding and improving their plant, at a time when capital and maintenance expenditures by the railroads are strictly limited.

With external (i.e., political) limitations what they are on securing maximum economy in transportation through greater use of railroads—the only alternative is for railroads to strive as hard as they can to secure maximum economy within the industry. Meantime, of course, they will keep on striving to establish sounder economic policies on the part of government.

What are the opportunities for better internal economics? Aside from practices which will eliminate waste (e.g., more reasonable working rules), one of the areas where great effort is going forward is that of revising freight rates to meet today's competitive conditions.

Some existing rates are too high to meet today's competitive situation (Chart 4). Some are too low (Chart 5). Take Chart 4, for instance:

If you are going to stay in the transportation business, you have no alternative but to get the railroad rate line down below the truck cost line just as fast as the regulators will let you.

It requires an enormous amount of work to dig out all the present railroad rates which suffer the kind of vulnerability portrayed in Chart 4. It takes a lot more work for rate experts to figure out new rate scales which will maximize railroad earnings in such a competitive situation. Then, after you have carefully weighed all pertinent facts and made up your mind what you ought to do, it may take you a long time and a lot of man-hours to convince the regulators that you should be allowed to make these changes.

There was nothing economically unsound with the relationship between railroad rates and costs, as shown in Chart 4, until the truck cost line showed up on it. It is the fact that a line like this has appeared in many places which has given rise to the present critical situation. But the simple remedy of reducing rates is no cure-all because some railroad rates are not too high, but are rather, in some instances, too low.

There can be little doubt that the rates shown in Chart 5 are not likely to be maximizing railroad earnings. They are below costs up to almost 200 miles. They are away above both railroad costs and estimated truck costs, from 300-700 miles where, usually, most of the movement occurs. They are below both railroad and truck costs for the longer distances—900 miles and upward.

Chart 6 shows Class 22½ rates, compared with estimated railroad and truck costs for the movement of a heavy loading commodity. Class 22½ rates, on the average, appear to be too high to attract the traffic to railroads. The significant fact is that the shape of the rate line bears so little relationship to the cost curve of either rail or truck transportation. There is very little traffic moving under class rates— and perhaps the reason is that these rates, established by ICC order, were not designed to meet the competitive conditions now obtaining in transportation.

Rates—Cost or 'Demand'?

There is some controversy as to whether rates should be based on costs or on "what the traffic will bear." The difference is one in terminology, rather than in actual ideas. As Chart 6 shows, it is only for hauls up to 200 miles that railroad and truck costs are close together. In this zone, railroad rates, to be competitive, will have to go down pretty close to railroad out-of-pocket costs. But that is the only place on the scale where railroad rates need to go so low.

To make rates competitively effective, railroad rate people need information on railroad costs and estimates of truck costs—but that doesn't mean that they want to, or should, set every rate in rigid relationship to costs. Costs need to be known for purposes of realistic competitive pricing—but that does not mean they are the only factor to be considered. Ability of the traffic to stand a rate substantially above cost—while not being diverted away from railroad movement—is a factor of equal importance.

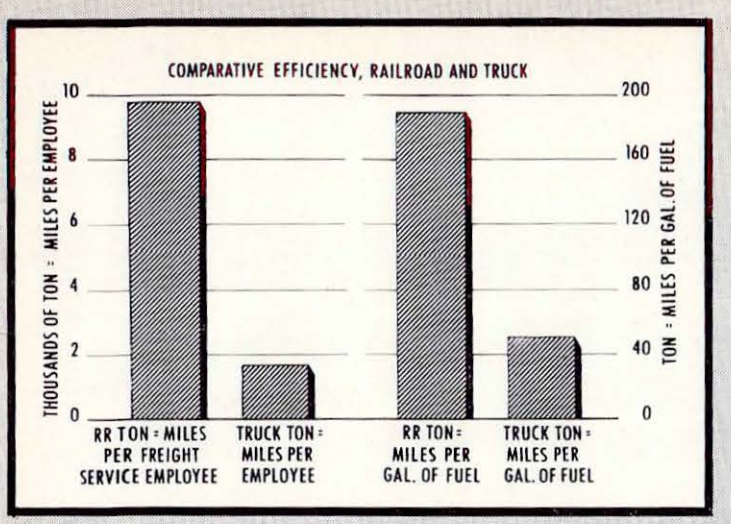
Railroad rate officers are confronted with a task of crucial importance, and need all the help they can get. They need dependable cost information. They also need the maximum cooperation of able commerce lawyers, to enable them to make the revisions they want, without interminable delay from the regulators.

Adjusting railroad rates to new conditions of competition is not a problem peculiar to American railroads. The railway system of every major country in Western Europe has the same problem. But in no other country in the world are rate officers fenced in with the regulatory restrictions which confront them in the U.S.A. In Western Europe, railways can make any rates they choose, below the published rates —by special agreements which do not have to be made public.

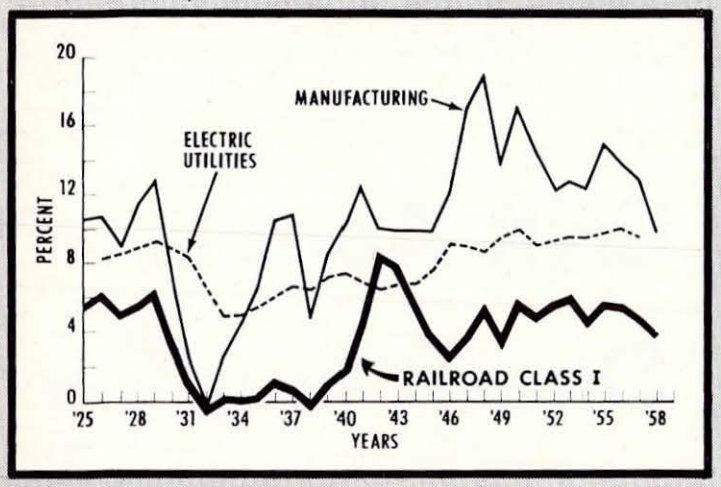
Whether it will ever come to the point in this country that railroads, in order to survive, will have to seek complete freedom from rate regulation,

(*Continued on page 24*)

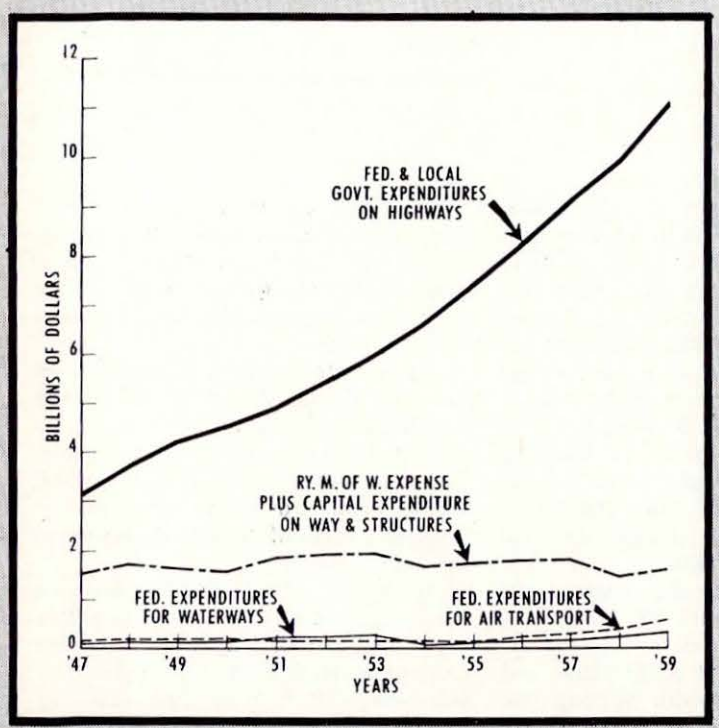
This article is adapted from an address to the Railway Systems and Procedures Association. Figures on which Charts 1 and 3 are based are compilations by AAR from government sources. Chart 2 is from data published by First National City Bank, N. Y.


COMPARATIVE EFFICIENCY, RAILROAD AND TRUCK
THOUSANDS OF TON = MILES PER EMPLOYEE
TON = MILES PER GAL. OF FUEL
RR TON = MILES PER FREIGHT SERVICE EMPLOYEE
TRUCK TON = MILES PER EMPLOYEE
RR TON = MILES PER GAL. OF FUEL
TRUCK TON = MILES PER GAL. OF FUEL

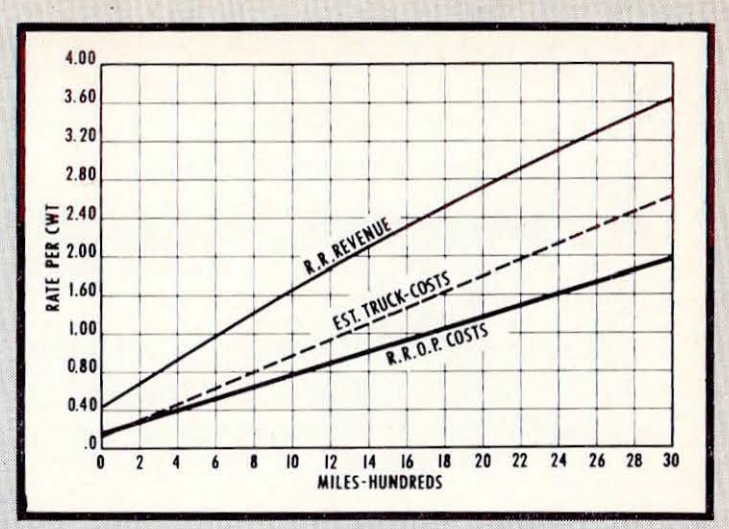
1 Railroads Most Economic Freight Carrier



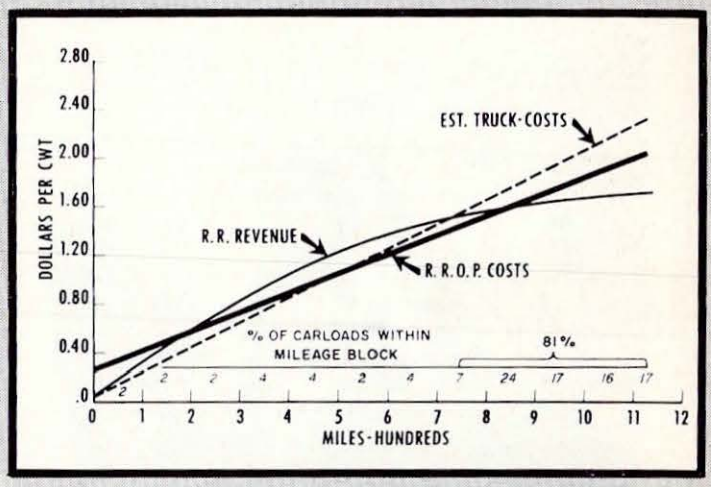
2 Other Industries Earn More for Investors


BILLIONS OF DOLLARS
FED. & LOCAL GOVT. EXPENDITURES ON HIGHWAYS
RY. M. OF W. EXPENSE PLUS CAPITAL EXPENDITURE ON WAY & STRUCTURES
FED. EXPENDITURES FOR WATERWAYS
FED. EXPENDITURES FOR AIR TRANSPORT
YEARS

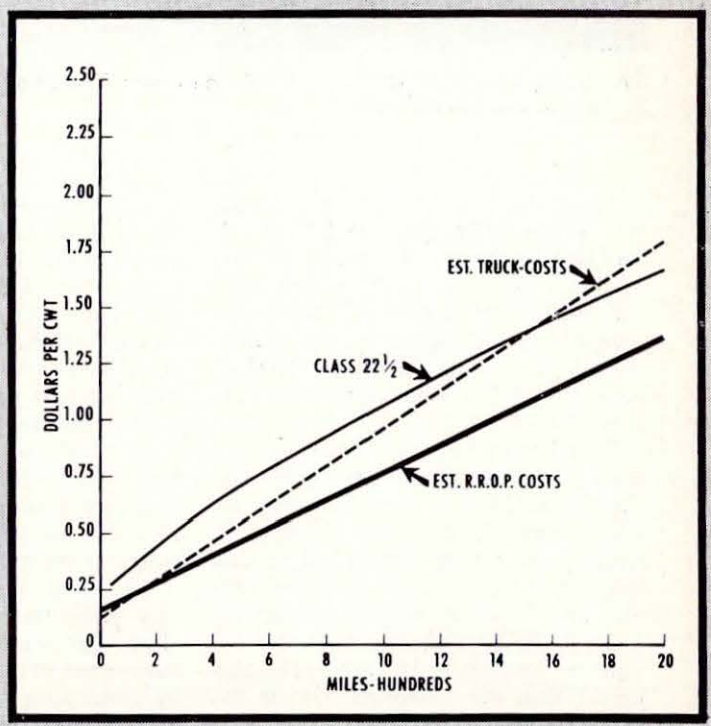
3 New Money Comes Easy for Railroads' Rivals



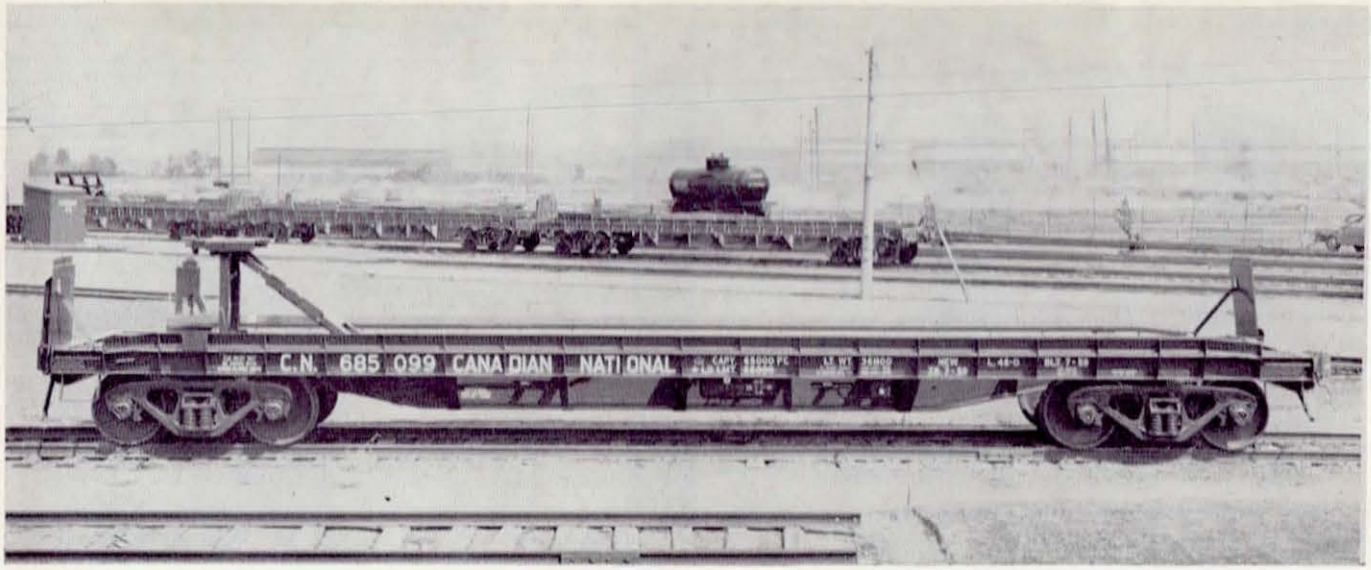
4 How Some Rates Invite Competition



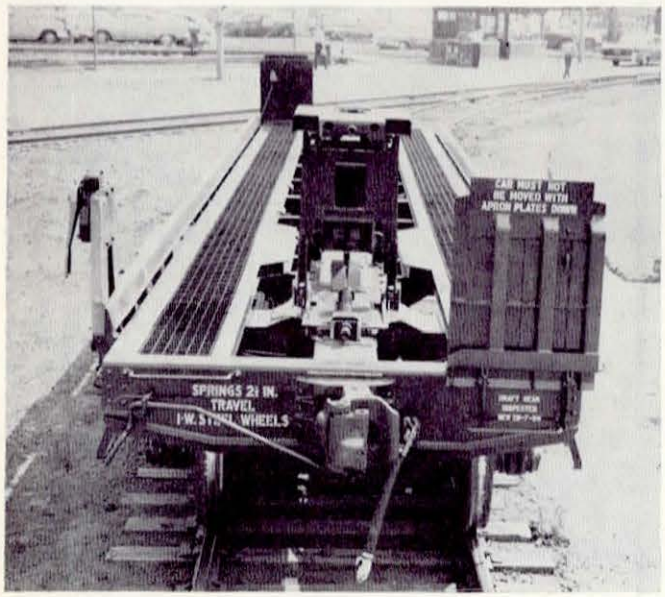
5 Some Rates Too High in Places, Low in Others



6 'Shape' of Class Rates Isn't Economic



ADDITION OF 400 OF THESE CARS to CNR piggyback fleet brings road's total ownership to over 600.



TRAILER HITCH IS USED on all the new cars. Trucks are fitted with roller bearings.

CNR Adopts One-Trailer Car For Piggyback

The Canadian National has adopted the single-trailer piggyback car as standard for its Plan 1 operations. The road has acquired a lightweight 46-ft car instead of an 85-ft, two-trailer model because, according to CNR, there is a possibility that new developments in trailers could make the long cars obsolete.

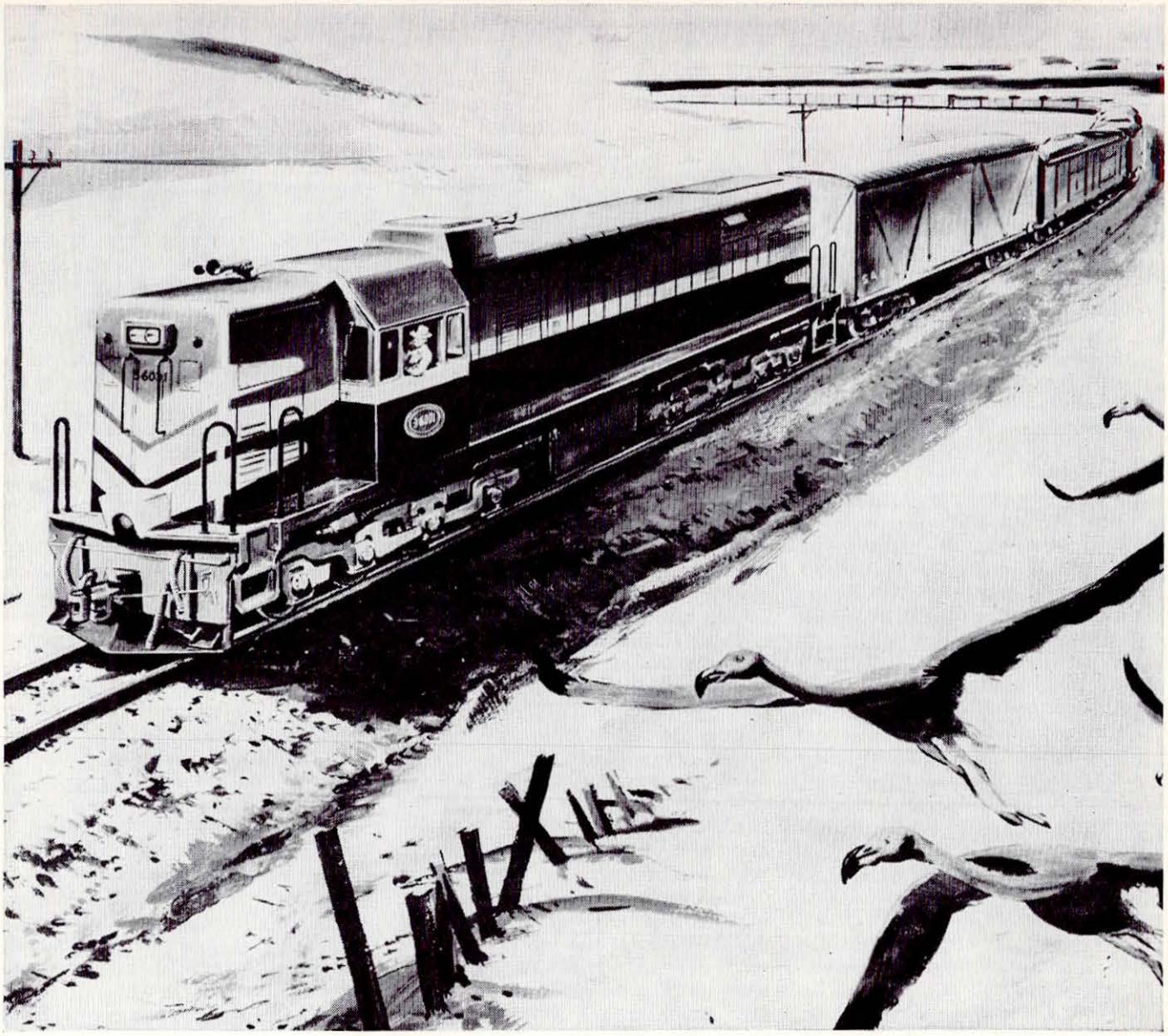
Four hundred of the lightweight cars are now in service on the CNR. The CNR's mechanical and technical research departments designed them. A primary aim was to reduce weight well below that of the converted flat cars the road has in piggyback service. Average light weight for the new design is just over 18 tons—10 tons lighter than the converted 53½-ft flat cars.

Each car can carry a single trailer up to 40-ft long with a gross weight up to 66,000 lb. In choosing to build a new car which can carry only one trailer, the CNR duplicated the decision of the Canadian Pacific, which has ordered 700 cars of its own 46-ft design over the past two years (RA, June 1, p. 24). Current U. S. practice is to build 85-ft cars capable of handling two 40-ft trailers. Light weight of the long cars is about 35 tons, although a recently announced design tips the scales at only 30 tons.

The CNR reduced the weight of its new single-trailer cars by using low-alloy, high-tensile steel; by making extensive use of welded components; and by eliminating full-width decking. No attempt was made to produce cars which would be suitable for other services. The result is a skeletonized car design with two 16-in. widths of metal grid decking along the side sills of the car, spaced to carry the tires of trailers and tractors.

An ACF trailer-hitch is located 4 in. inboard of the A-end bolster. Short lengths of small I beam, applied inboard of this hitch between the first crossbearer and the first crosstie, strengthen the car and provide an area for the landing wheels of trailers during loading and unloading.

All of the cars have been built by National Steel Car Corp., of Hamilton, Ont. The overall length over striking castings is 46 ft 8 in., and width over side sills is 8 ft 2 in. From the rail to top of grid decking is 3 ft. 7 in.



BENDIX FUEL INJECTION HELPS BRING DIESEL POWER TO SOUTH WEST AFRICA

South West Africa is going diesel. From the Orange to Cape Frio, all freight, passenger and switching operations will be powered by General Electric diesel locomotives. And these modern locomotives, equipped with Cooper-Bessemer FVBL-12-T diesel engines, utilize standard precision-built Bendix* Fuel Injection equipment for high fuel economy and dependability.

South African Railways, which already has 45 G-E diesels in service around Johannesburg, recently purchased 115 more to replace all steamers presently in service in South West Africa. They have learned that diesel power is the key to efficient operation.

General Electric, an important locomotive manufacturer for more than 65 years, demands components of highest quality in every unit it builds. Bendix Fuel Injection has proved its value on G-E diesels around the world, at every extreme of temperature and altitude and in remote areas where dependability is absolutely vital.

Maximum efficiency at minimum cost dictates the choice of Bendix Fuel Injection equipment. That's why so many leading diesel manufacturers specify it.

*REG. U. S. PAT. OFF.

SCINTILLA DIVISION OF
BENDIX AVIATION CORPORATION, SIDNEY, N. Y.
Export Sales and Service, Bendix International Division
205 East 42nd Street, New York 17, N. Y.
SIDNEY, N. Y.

Scintilla Division
SIDNEY, N. Y.

Bendix
AVIATION CORPORATION

Editors Afield

Associate Editor Rod Craib joined passenger officers this month at their Washington annual meeting (RA, Oct. 12, p. 9). Here are some sidelights of the convention.

•

Creative traffic sales were a frequent topic for discussion at the annual meeting of the American Association of Passenger Traffic Officers. Creative traffic is a term passenger men use to describe sales that create new revenue—special business that would not ordinarily be handled by rail.

These creative promotional efforts are generally based on group movements, but as presently interpreted, they include considerably more than the week-end jaunts to the neighboring city with which excursions have generally come to be associated. Take for example the Texas & Pacific's "Texas Millionaire Special." This is an annual train run by the T&P, MoPac and connections to the Kentucky Derby at Louisville. Reservations are held down to 175 passengers, most of whom can qualify for the distinction spelled out in the train's name. As usual, this year's train handled its full quota.

For another example of "creative traffic," the L&N was requested to help clebrate the 100th anniversary of through train service between Louisville and Nashville, which commenced Oct. 27, 1859. The L&N cooperated, its representative at the meeting, Joe Moore reported, to the extent of borrowing a steam engine from neighbor Illinois Central.

The Durango-Silverton operation of the Denver, Rio Grande & Western was described in detail by D&RGW Passenger Traffic Manager Harold Eno. The D&RGW ran 100 trips between Durango and Silverton, Colorado, between June 12 and October 2. The capacity of the equipment limits the road to carrying 380 passengers per trip. There were 36,200 paying passengers this season, at $5 a head, Mr. Eno noted. This averages out to 362 passengers per trip, or an occupancy ratio of better than 95% for the season.

The reason the train does so well, Mr. Eno says, is that it offers two unique tourist attractions. It is simultaneously a throwback to the railroads of the last century and one of the most attractive mountain scenic routes anywhere in the world. And incidentally, there are no parallel highways.

"We've got a little gold mine by the tail, " Mr. Eno says, "and we don't know what to do with it." The D&RGW had to turn away between 4,000 and 5,000 potential riders this summer because the road didn't have enough equipment to handle the demand.

The D&RGW hasn't advertised the Silverton branch; it doesn't need to. Newspapers and magazines all over the country have been giving it "fantastic" publicity.

The Silverton branch is now strictly a passenger operation, and the summer business has to make enough during the 100-day season to cover all the branch's expenses. So far, with both locomotives and cars fully depreciated because of their age, the road has produced $20.67 in train-mile earnings against costs of $2.75. The $5 round-trip fare, incidentally, was approved by the Colorado Public Utilities Commission on the basis that the branch was a sightseeing venture—not a common carrier.

Washington's unseasonable heat, in the 90's in early October, forced the AAPTO to call off plans to relax with an afternoon's golf as a respite from the scheduled morning, afternoon and evening sessions, but everything else went smoothly in the air-conditioned meeting rooms at the Shoreham Hotel. There were some changes in past procedure at the business meeting: the chairmanship of the group's executive committee, under new by-laws adopted last year, was a contested election in contrast to the other offices in which nominees are elected by acclamation. New officers are: President, John Barrett, passenger traffic manager of the Wabash, succeeding Earle R. Comer of the PRR; vice president, R. E. King, general passenger traffic manager of the Rock Island, succeeeding Mr. Barrett, and secretray-treasurer, Ben Branch, succeeding himself in the office that he has held consecutively since 1937. B. J. Grenrood, Illinois Central's GPA at New Orleans, was elected to succeed Bob King as executive committee chairman.

FOCUS ON ECONOMICS

(*Continued from page 20*)

remains to be seen. The answer depends on the wisdom of the ICC—the law doesn't prevent it from permitting the railroads to do most of the things that are necessary to enable them to compete effectively.

But, like everything else in transportation, railroad rate-making needs to meet the test of economic soundness. This test is simple: *Will the proposal promote the movement of traffic by the method which occasions the lowest total outlay of scarce resources?*

Government policies which prescribe unlimited appropriations of funds for all kinds of transportation, except railroads, will not pass that test for economic soundness. Neither will railroad rates which carry freight at less than variable costs. Neither will railroad rates which are substantially higher than both railroad costs and competitors' costs.

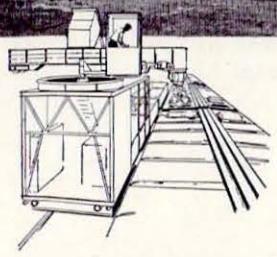
Technologically, the transportation business is at the very forefront of American industry—and this leadership includes the railroads, just as much as any other type of transportation. But, when it comes to economics, transportation has a long way to go. Government transportation policy, from the very top all the way down, is largely uneconomic and often even anti-economic. Within the railroad industry there is a great deal that is uneconomic—but most of it isn't there because the railroads want it that way, but because regulation or union rules require it.

The first step in any necessary change is to find out what sound economics calls for in any given situation, and then go out and fight for it. *It is pretty hard to make decisions on economic grounds unless you know what your own and the other fellow's costs are.*

In transportation, today, we need the engineers just as much as we ever did but probably we also need—just as acutely—more economists and more cost-finders, to expedite the industry's movement to greener pastures; and practical rate officers with imagination, and ability to translate economic data into tariffs which will attract the traffic.

The technologists have done a good job in making railroads the most economical agency for most transportation tasks. The industry as a whole has not, so far, done nearly as well in translating the accomplishments of the technologists into ammunition which will be serviceable on the competitive firing line. The need for that translation, quite plainly, stares us right in the face. We cannot escape it. We shall have to lick the problem or the problem will lick us.

THE DIFFERENCE BETWEEN "SLOW" AND "GO"
IN BUNKER ICING OPERATIONS



CONVEYCO RAIL MOUNTED ICER

Here is all the convenience and advantage of a mile-long ice dock...without the prohibitive installation costs. And you can relocate anytime as needed quickly and easily.

The self-propelled Conveyco Rail Mounted Icer operates on an assigned standard gauge track ...to ice cars of trains pulled in on adjacent tracks on either side. Icing is accomplished without uncoupling cars or shuttling to ice docks...and it's all done while other service work on trains is being done. Savings in time are tremendous.

Conveyco Icer carries its own ice supply... produces standard bunker ice, meat car and frozen food bunker ice, and snow ice for top icing... has automatically operated salt supply.

Get the full money saving story on bunker icing with Conveyco—write or phone today!

CONVEYCO

THE CONVEYOR CO. 3260 E. Slauson Ave. Los Angeles 58, Calif.
ENGINEERS and MANUFACTURERS LUdlow 2-8411

AUSTRALIA, New Zealand and Adjacent Countries

Operate 10 major and 30 other railway undertakings, plus a fast-growing railway equipment manufacturing industry widely affiliated with N. American railway supply interests.

This big field is served by one local monthly railway trade news-feature magazine—

RAILWAY TRANSPORTATION

Published by the

SHENNEN PUBLISHING & PUBLICITY CO., PTY. LTD.
56 Young St., Sidney, Australia—Subscription rate (railway executives) $6

HAYES To install a Type WP Cushion Bumping Post there are no holes to drill. The base is a steel quadrangle resting on the ties and guided by the rails. Movement is retarded by the ties shoved in the ballast.

Hayes Track Appliance Co., Richmond, Indiana

Seaway Isn't Hurting Rails Alone

"In the [St. Lawrence] Seaway we have created a monster that, while making life a bit easier for a few, will make taxes higher for all of us and business competition tougher for those who cherish the American way of life."

That was the conclusion stated with characteristic bluntness to the National Conference of Editorial Writers at Toledo, Ohio, on Oct. 8 by A. E. Baylis, vice president, freight sales & service, New York Central. He based it on these observations:

- In its first season, Seaway traffic is falling "between a third and a half" below the "expectations and political ballyhoo that accompanied its opening." "This adds further debt and deficit to the year's operation."
- Upbound import traffic has increased about three times as much as downbound export tonnage. The Seaway "has opened up primary American markets to the dumping of foreign goods at a cheaper price, which will have a lasting and adverse effect on the ability of any American industry to compete for markets at home and abroad. Only if it lines its shores with healthy new industry can the Seaway be regarded as having contributed anything permanently positive."

The railroads' own Seaway-competitive pricing program, Mr. Baylis said, "will be progressed very rapidly during the coming winter months and will be well advanced prior to the 1960 navigation season." The program already has resulted in "successful" rate reductions averaging about 25% on flour, grain and bauxite. Other rate adjustments, ranging from 10% to 50%, are in process on an "almost limitless" list of both export and import commodities. Some of these are straight percentage reductions; others are "cooperative programs with steamship lines that prefer to use Atlantic coastal ports." Consideration is being given also to seasonal rates. But in spite of this "aggressive campaign to remain competitive," private land transportation is likely to "suffer tonnage-wise, dollar-wise and profit-wise as a result of the Seaway."

Railroading After Hours with Jim Lyne

RAILROAD FICTION—Frank Donovan of Minneapolis, the railroad historian, has written about the Ayn Rand book "Atlas Shrugged"—as a work of fiction with a railroad background. He agrees with me that the author makes a strong case for individualism versus socialism—but largely throws away the well developed argument against collectivism by a parallel antipathy to religious belief of any kind.

FD says a former railroader tackled the same subject with more success ("Legacy for Our Sons," by Garth Hale, published 1952). He goes on to deplore the current dearth of good railroad fiction. Most of the practitioners, he says, have either passed on or are afflicted with writers' cramp. And the real classic of railroad fiction (comparable to the kind of sea transportation fiction Conrad and McFee wrote) hasn't yet come along. Why not?

SUMMER JOBS FOR COLLEGIANS—Personnel Vice President G.E. Mallery of the Rock Island advises me that the RI had 335 college students in its employ this past summer. (See this corner in our issue of September 28, for a report on 153 employed by the GN.) Mr. Mallery says that, since this RI program was started five years ago, over 1,000 college undergraduates have worked summers on the Rock Island—thus giving the railroad an opportunity to look the boys over, and vice versa.

The end result cannot help being mutually beneficial. With the competitive recruiting most industries are doing nowadays, it isn't safe to wait till the boys are out of school, if you're going to have your share of the cream of the crop.

A regular program of recruiting collegians has always seemed to me a necessity—if railroads are going to average well in the competitive quest for good men. But I've long believed, also, that non-college employees with ability ought to be encouraged to continue their studies. Any boy can get himself a college degree (or even a graduate degree) while working full time, especially if his job happens to be in a city—and if he gets a reasonable amount of cooperation from his employer.

NARROW GAGE IN OPERATION—I'm not going to go running a want ad section in this space—in competition with our classified advertising department. I have heard, however, of a fellow who's looking for a 2-ft.-gage steam locomotive.

I would hardly think of 2-ft.-gage as a real railroad—but there are several 3 ft. 6 in. lines that are being continued in operation as tourist attractions (and some standard gage too, with steam power and wooden coaches). Does anyone have a complete list of such lines and their mileage? Seems to me I hear of a new one every now and then.

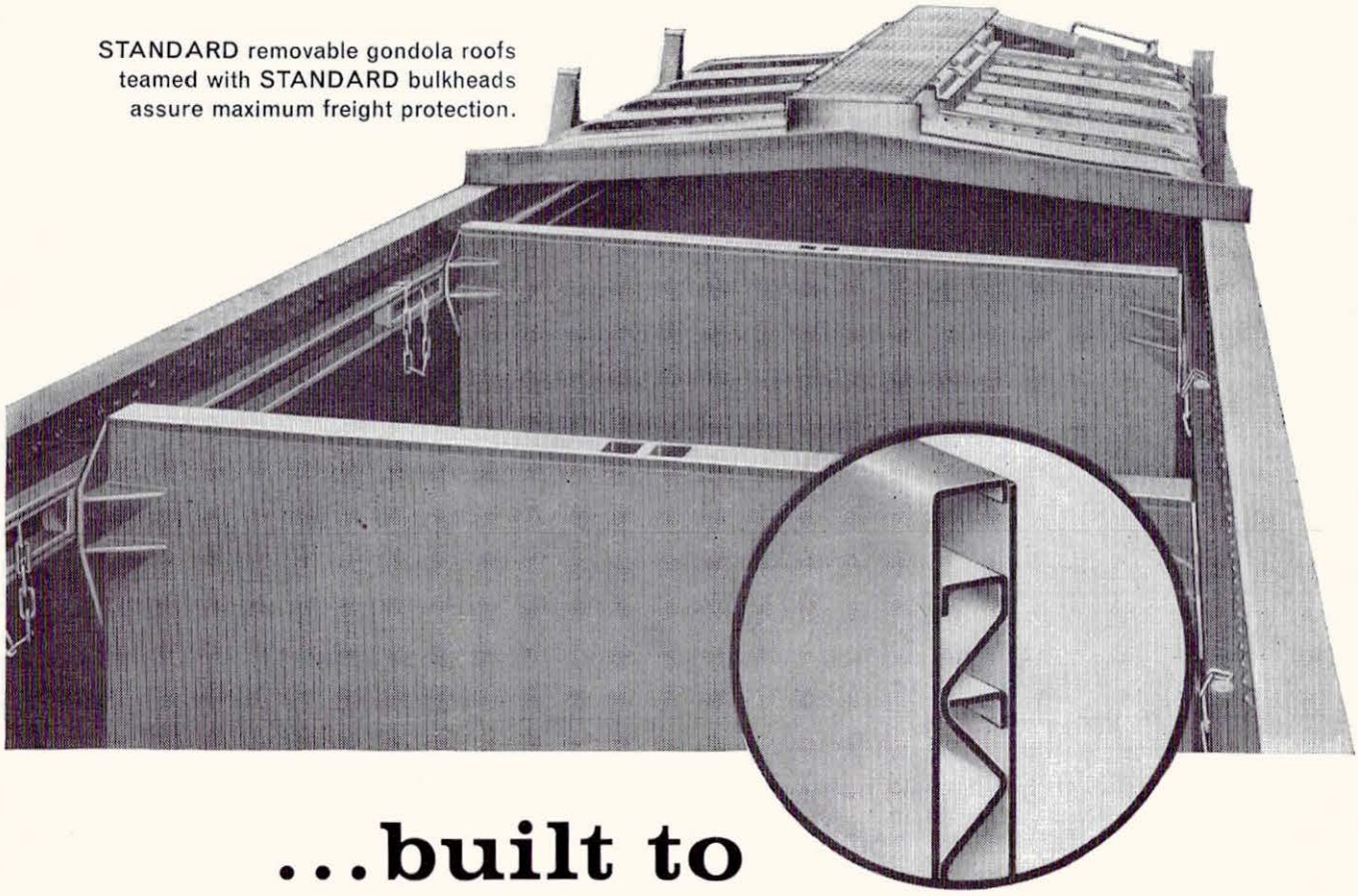
'DISJOINTED & SCRAMBLED RATES' — Yardmaster K. M. Smith, Sr., on the C&O at Fostoria, Ohio, has sent me a copy of an alleged freight tariff which, in its format and printing, looks like the real article—but closer reading reveals it to be a burlesque job. The rates in it are said, in the fine print, to be "longer for shorter distances than the longer rates for the shorter distances." One of the commodities included in a long list is "Potatoes without attendants." Another is "Marble, flexible." Still another is "Chewing gum, second hand, on chairs, desks or tables."

The editor of this tariff, dated 1931, is revealed as one J. B. Shores—and Yardmaster Smith wants to know Mr. Shores' present whereabouts; to find out what the purpose of this tariff was. If Mr. Smith will address Mr. Shores as director of employee and public relations, T&P, at Dallas—JB will probably be able to offer an explanation, of sorts.

✓ *Here's STANDARD'S responsibility to the railroads at work . . .*

Bulkheads by STANDARD

STANDARD removable gondola roofs teamed with STANDARD bulkheads assure maximum freight protection.



...built to take a beating

Standard Bulkheads have impact-resistance built right in. A corrugated plate liner provides the resilience and spring action needed to absorb the bumps and bruises bulkheads are bound to take from shifting loads.

To meet individual requirements Standard's Bulkhead locations are adjustable longitudinally in increments of 1", may be reversed to provide floor clearance where desirable. Bulkheads are made with steel facing, although wood sheathing can be applied.

Ask your Standard representative for complete information on these long-life bulkheads. Talk to him, too, about the extra protection and the added savings offered by Standard removable roofs for Gondola cars.

STANDARD RAILWAY EQUIPMENT DIVISION
OF STANDARD RAILWAY EQUIPMENT MANUFACTURING COMPANY
HAMMOND, INDIANA

CHICAGO, ILLINOIS • NEW YORK, NEW YORK • SAN FRANCISCO, CALIFORNIA

Flexi-Van Breakthrough?

FLEXI-VAN AUTO TRANSPORTERS are being tested on NYC.

STRICKTAINERS, like building blocks, go together in any size wanted.

New attitudes toward container problems are being demonstrated in three Flexi-Van designs now undergoing prototype testing.

● New York Central has a Flexi-Van automobile transporter now undergoing loading and unloading tests. This unit, as shown in the upper picture, is an open-style automobile container, closely akin to conventional highway transporters.

The overall height of the unit is 13 ft 6 in., which should obviate clearance and center of gravity problems, a Central official told Railway Age.

● Another approach to the universal container, the Stricktainer equipment shown in the lower photo, also makes use of the Flexi-Van concept. Developed and produced by the Strick Trailer Division of Fruehauf Trailer Co., the 17-ft or 20-ft demountable containers can be coupled to make single semi-trailers up to 40 ft long, or used separately with bogies to make any size highway unit desired. Framing of the containers makes it possible to stack them for fishyback use, and coupler pockets are provided at the corners for overhead cranes. Strick, which manufactures Flexi-Van, uses Flexi-Van slide tracks under each container to permit locating bogies as desired and also permit using Stricktainers on Flexi-Van cars.

● Morris Forgash, U. S. Freight president, displayed a third "universal container" prototype, along with the Stricktainer, at the NDTA meeting in Seattle. Basically an open-top Flexi-Van container, this has hinged, wall-mounted tracks on two levels and will hold four conventional or six compact autos. The unit displayed had two autos on its upper deck and a 6,000-gallon U. S. Rubber "Sealdtank" on its lower. With tracks folded, it becomes an 8-by-8-by-40-ft container for general service.

Missile

► The Story at a Glance: An Air Force general and a Cabinet officer made headlines at last week's NDTA meeting in Seattle:

● From the vice commander-in-chief of the Strategic Air Command came one of the first official descriptions of the Air Force's new missile-train concept—and the reason railroads were chosen for this first experiment in missile mobility.

● From the under secretary of commerce for transportation came the statement that integrated transportation is on the way—but it's too early for a decision on common ownership.

The Air Force's missile-carrying trains (RA, July 6, p. 36; Sept. 14, p. 24) will roam the rails in "unpredictable" patterns for two weeks at a time. In appearance they'll be "little different from normal trains." The big differences: (1) their "passengers" will be missilemen; (2) their "freight" will be deadly Minuteman ICBM's ready to blast off at a moment's notice.

This description of the new missile-by-rail concept was given to the National Defense Transportation Association in Seattle last week by Lt. Gen. Francis H. Griswold, vice commander in chief, SAC.

He pointed out that railroads were chosen for the first experiment in missile mobility after studies which also included highways and waterways. Reason: "The extent of the U. S. rail system is adequate to provide movement, and the technical problems . . . are reasonable."

"Most of the rolling units will be of an existing type, possibly with some modification," said General Griswold. "Of course, the car required to carry the missile and erect it for firing will be of special design. In addition to the freight portion of the train, living and dining cars for the SAC missilemen must be provided. These men will live with their weapon, on the road for approximately two weeks before returning to their home base.

"Our train with its missiles and crewmen will travel over the roadbeds of large areas of the countryside; but, the pattern of movement will be unpredictable—possibly it will stand on a siding for hours before moving on. Control of the train will be positively maintained from the command post at Headquarters SAC. A crew will be on constant alert and if the day comes when it becomes inevitable that we exchange fire with an enemy—the rail mobile portion of the SAC force will

Trains Described to NDTA

be prepared and capable to hit those targets assigned to it.

"When one thinks of operational missiles being carried as a routine thing over the railroads, the question of safety undoubtedly comes to mind. We feel the safety record of the railroads speaks for itself. I would like to stress here that safety is one of the prime factors which goes into missile and equipment design, handling instructions and our operational concept. If we thought that undue risk was involved in an operation of this type the idea would have been 'scrubbed on the drawing boards. . . .'

"Now, for the first time, our concept of missile mobility makes us true partners with the transportation industry in fielding a combat force. Without our nation's transportation base, the specialized military systems as well as the combined resources of the transportation industry, our task in SAC would become extremely difficult."

General Griswold concluded with a tribute to the NDTA:

"Speaking for the United States Air Force and for the Strategic Air Command, I commend this audience for its team effort in maintaining a defense transportation posture which can and does serve our combat elements well. It is through such organizations as the National Defense Transportation Association that the free exchange of ideas by the experts in a field, regardless of the color of their suit, produces those systems upon which we rely."

Integrated Transportation

Another major speaker at the NDTA convention was John J. Allen, Jr., under secretary of commerce for transportation. Discussing the role of public policy in the establishment of transportation patterns, Mr. Allen gave pointed attention to the question of transportation integration.

"Such phrases as piggyback, roll-on roll-off, and lift-on lift-off and other private brand names have stimulated wide attention in transportation circles," he said. "We all recognize that these developments may well presage the blurring of present boundaries between the different types of carriers."

He said these integrated services "have progressed beyond the prototype stage," and "we are now in a position where we can look toward full scale economic development, to the day when this type of transportation will be a principal factor in the industry."

The immediate problem, he said, is equipment standardization. But "a more distant problem is looming on the public policy horizon. That is the problem of intercarrier relationships, including the policy of how the integrated transportation services actually should be owned. With such a revolutionary tool at the disposal of transportation, there can be no doubt that it will raise questions about traditional ownership patterns.

"Common ownership was raised as an issue during the last session of the Congress. The Department of Commerce did not advocate any doctrine, either for or against the principle of ownership of one form of transportation by another. But we recognized the future importance of the issue. It is our belief that the technology and use of integrated transportation have not yet reached the stage where the true role of common ownership can be assessed. Integrated service through the use of containers has not yet become the predominant practice in the shipping of goods. Until such integrated service becomes more prominent, we cannot foresee the full import of its effect on the various modes of transport of the type of ownership policy inherent in it.

"Integrated service is a growing institution, however, and it is promising many new policy issues," Mr. Allen continued. "It has already far enough advanced to show the common ownership problem in a different light than that in which it has been discussed. The issue of railroad ownership of other modes no longer dominates the field. We know already that profitable application of common service can be experienced completely outside the railroad field; the issue has been most prominently raised with respect to motor ownership of a water carrier. There is also great potentiality in common motor-air services, whatever the ownership pattern."

Wanted: 'Freedom to Manage'

The most pressing need of railroads today is "freedom to manage," Delaware & Hudson President William White told the AAR's Treasury Division in Boca Raton, Fla., last week.

Neither a "crying towel" nor a "tin cup" is going to achieve that goal, declared Mr. White. "We must point out the facts. We must convince the American public that 'freedom to manage' has been circumvented by federal and state laws and by regulatory authorities, that unnecessary restrictions and artificial burdens have been imposed upon the railroad industry to an extent that no one would dream of imposing upon other industry.

"It's a big job," he said, "and anyone in railroad management who doesn't do his part of the task doesn't deserve to be a railroad man. However, it will take more than railroad management alone to do the job. It would be in the public interest for everyone who fears state socialism and wants to preserve our capitalistic profit system to lend a hand."

Mr. White summed up the railroads' basic problem in ten words: "Too little cash coming in and too much going out." The result, he said, is "poor credit; insufficient capital expenditures; in some cases insufficient maintenance; insufficient equipment at times; and inadequate dividends. And then the corollary of all these ills: politicians yelping at our heels; shareowner dissatisfaction; and a lot of Monday morning quarterbacking."

George K. Whitney, trustee of Massachusetts Investors Trust and chairman of the Investor Panel of the Transportation Association of America, also addressed the meeting. He laid down the following five-point program "to make railroad systems more attractive to equity capital investors":

- Correction of featherbedding abuses in the industry.
- Use of modern technology "to the utmost" in improving operations.
- Full use of provisions in the 1958 Transportation Act concerning ratemaking and abandonment of unprofitable passenger service.
- More cooperation with other modes of transportation in establishing joint through routes and rates, and in the development of containerization methods of transportation.
- "Aggressive" efforts to obtain adequate depreciation allowances.

"It is vital to the American system of private enterprise," said Mr. Whitney, "that all interests—management, labor, regulatory authorities and users —cooperate for strong privately-owned railroad systems, attractive to equity capital investors. It is my opinion that railroad managements in general are convinced of the necessity of such efforts."

Gang Maintenance of Signals:

► **The Story at a Glance: Improved signal maintenance at less cost is the goal of every railroad. At last week's Signal Section meeting in Washington, the RF&P told how it is achieving this goal through the use of gangs instead of maintainers working on individual territories.**

Other highlights of the meeting: a panel discussion on the signal department's role in hotbox detection and a description of simulated train operation by IBM 650 computer.

"The signal maintainer with his helper and a territory of X miles to maintain on some sort of routine basis has gone the way of the sectionmaster and his crew on the RF&P. The word 'routine' when used with signal maintenance is a rather meaningless word that to me could best be defined as a 'rut'." V. P. Shepardson, engineer signals and communications, Richmond, Fredericksburg & Potomac, told the AAR Signal Section meeting in Washington last week.

Mr. Shepardson, who is chairman of the Signal Section, went on to say: "With the bid and seniority requirements for filling vacancies, it makes it essential that the maintenance sections be reduced to the lowest denominator of capacity to accommodate the least qualified man that is eligible to bid on the job. . . . This procedure can and often does result in men with exceptional talents being confined to territories where full advantage of his talents cannot be utilized."

Some of the advantages of gang maintenance cited by Mr. Shepardson:

- The skills and knowledge of experts are utilized to the maximum.
- Adequate forces are available for major repairs, pole line work, and small construction jobs.
- Supervision, issuing of instructions and training of men is improved and simplified.
- A minimum number of power tools and special equipment is required.
- Relief is not required for men absent from work.
- More men are available for correcting signal faults without territory time claims.
- Men benefit from the knowledge obtained from construction.
- The competitive spirit and urge to learn is apparent in the gangs.
- The work is planned by a foreman with a minimum of routine.

Hotbox Detection

The most serious problem confronting the railroads today is the overheated journal, said H. T. Rainey, Jr., superintendent motive power and equipment, RF&P, in leading off a panel discussion.

"Last year the American railroads set out between division terminals 156,470 cars due to overheated journals. During the same period, overheated or broken journals resulting from lubrication failures caused 556 derailments, injuring 23 employees. The monetary loss covering damage to car equipment, right-of-way, etc., but not including damage to lading, or injury claim payments, amounted to $9,731,000," he stated.

"There are many more aspects to the problem, such as per diem payments, fire damage to cars and lading, loss of car days, delays to passenger trains, expenses of line-of-road hotbox forces, wheel shop operation, and many other items related to poor hotbox performance. . . . not of the least importance being unhappy shippers lost to our competitors due to hotbox occurrences."

Mr. Rainey pointed out that, while hotbox detectors are very valuable, good lubrication is essential to the prevention of overheated bearings. Rough handling of the cars is a factor that leads to overheated journals due to damaged or displaced bearings and wedges.

Two general practices of locating hotbox detectors are followed: (1) along line of road, and (2) in approaches to yards. The Pennsylvania chose line-of-road for its first installation and will follow this practice for its 16 detectors recently purchased, reported J. I. Kirsch, retired system engineer, communications and signals. The line-of-road detector provides an automatic alarm indicating a hotbox and also causes a signal to go to stop.

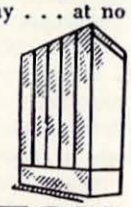
The PRR has several reasons for desiring automatic operation, Mr. Kirsch said.

"As our records indicated that hotboxes generally occurred along the road, our management felt that the detector should be located where, from the records, hotboxes had a tendency to develop in order to reduce the possibility of burned journals, requiring wheel renewals and causing derailments," he explained.

"Many of our interlockings, where the detectors would be located, are extremely busy, and the operator is not always in a position to constantly observe the detector chart, as he may be answering the telephone or away from his desk handing on orders, inspecting trains or performing other important duties requiring his attention. The installation of CTC and elimination of interlockings and block stations required that the devices be operated automatically. Finally, the automatic feature was preferable to prevent the possibility of error on the part of the operator in reading the graph."

The hotbox detector at its present stage of development, while an important aid in solving the hotbox problem, is not the complete answer. "The fundamental approach to the hotbox problem is well-planned and vigorous programs of journal box servicing," said J. G. Karlet, superintendent signals and communications, Norfolk & Western. "As of Aug. 1 this year, 55,185 or 89.3% of our revenue freight cars were equipped with journal pads.

"In terminal areas where hotbox detectors are in use, motive power super-

GUARANTEED
LOOP HOTEL ROOMS anytime to PREFERRED GUESTS *
* During certain convention periods, all available Chicago hotel rooms are frequently taken. The Hamilton guarantees (with advance notice) reservations anytime of the year to you, the preferred guest. Ask for your "Preferred Guest Card", today . . . at no obligation.
Rates from $5

THE NEW HAMILTON HOTEL
20 SOUTH DEARBORN
Preferred by guests in
CHICAGO
IN KANSAS CITY IT'S THE BELLERIVE HOTEL
100% AIR-CONDITIONED

A Money-Saver for Railroads

visory employees check the tapes on incoming trains with special attention being given to each box which has caused an abnormal deflection to be shown on the graph. The journal box servicing and lubricating pad program has resulted in the N&W operating, for the first six months of 1959, 1,250,-909 miles per hotbox, compared to a national average of 209,929 miles for the same period.

The Servo Corp. demonstrated its hotbox detector on the RF&P near Alexandria, Va. Servo's automatic alarm panel was displayed in an exhibit booth at convention headquarters. Two newcomers to the hotbox detector field also had exhibits: General Electric Co. and Link Aviation. Link will market a detector developed by Siemens-Halske.

Simulated Train Operation

A workable program has been developed for simulating single track operation by electronic digital computer. With the IBM 650 computer this program can handle up to 10 trains at a time over a 100-150 mile section of railroad. As each train's run is completed, another train may be added. Ten trains can be computed over the road in about 1 hr 40 min.

"The computed information can be of considerable assistance in planning the track and signal layouts for CTC and for evaluating the results that may be anticipated with a given layout if subsequent changes are made in grades, curves, schedules, or equipment," said Jerome O'Neill, supervisor, traffic analysis, General Railway Signal Co. "New data for a complete change in track and signal layout may be prepared from blueprints in half a day. Train data, such as power, departing time, etc., may be changed in a few minutes."

What the computer does, in effect, is run two trains into each other at 900 mph, then back the proper train into a siding.

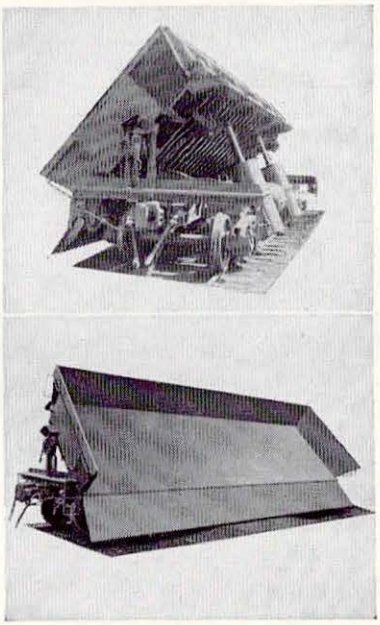
In a paper on the feasibility of automatic train operation, W. A. Robison, design engineer, Union Switch and Signal, said that the control system would consist basically of "decision making devices" along the right of way to assess the traffic situation, routing, starting, acceleration, deceleration and stopping of trains, and servo units mounted on locomotives to control train movements as commanded by the "decision making devices." They would be designed to automatically advise a monitoring dispatcher of any abnormal traffic problem which was beyond its capability to handle.

S. Shumate, vice president and general manager of the RF&P, told the meeting, "Signal work today is so interwoven with every phase of operations that you could well afford to expand your thinking. . . . I would like you to think about the inadequate flow of information between top management and the rank and file employees."

After outlining the assets gained from modern signaling, F. R. Woolford, president of the AREA and chief engineer, Western Pacific, said he was convinced it is possible to reduce the cost of the signal plant to the point "where a Class I railroad cannot afford not to install traffic control signaling on their main line. . . . Standardization of a large portion of our signal equipment," he said, "will be a positive approach for reduction of the cost of signaling."

DESIGNED

FOR THE JOB—BUILT TO LAST!



Here's where design and manufacturing skills really pay off!

Studies made among 7 railroads using Magor Air Dump Cars on an average of 29 years, reveal the cost of replacement parts (furnished by Magor) equals less than 1/10th of 1%, per car, per year!

These *actual* performance records *prove* that Magor engineered air dump cars can cut *your* railroad maintenance costs! For efficiency, dependability and low operating costs, you just can't beat Magor Air Dump Cars.

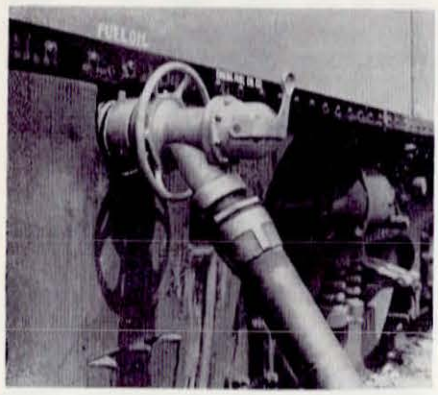
MAGOR

Details are yours for the asking. Write today for the new folder, "Magor Air Dump Cars Cost Less—To Buy—To Operate".

MAGOR CAR CORPORATION

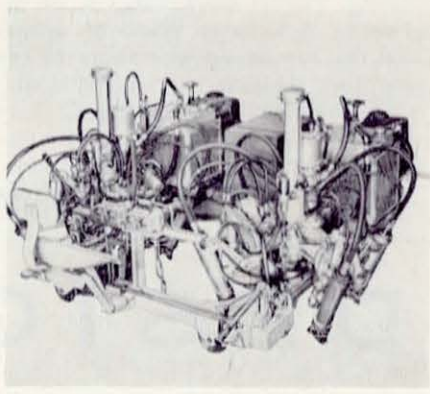
50 Church Street
New York 7, N.Y.

New Products Report



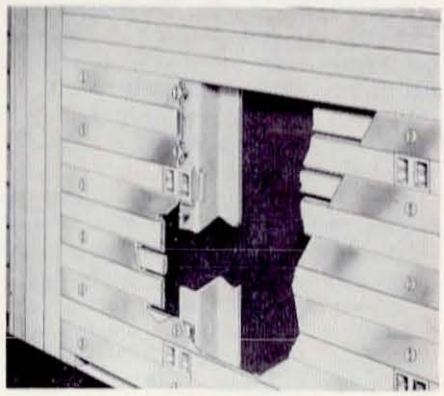
Automatic Fueling System

The H-1020 automatic refueling system designed specifically for railroad service, differs from the original design in that the shut-off mechanism is in the fueling station nozzle instead of on the locomotive. It is now possible to stop fuel flow manually any time during the fueling operation, and the nozzles can be used to fill units not equipped with the Houston system. *Houston Co., Dept. RA, Wallingford, Conn.*



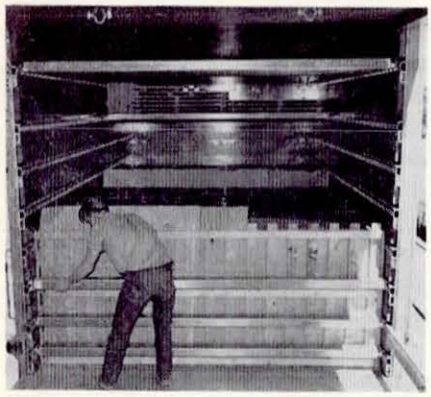
Eight-Unit Tamper

A new one-man operated tamper, called the "Oct-a-gun," is available which is designed for spot-tamping work, out-of-face surfacing and tie-replacement jobs. It is claimed that the unit can tamp either end of a tie or both ends simultaneously, bring up swinging ties without an extra nipping operation and tamp through switches. *Racine Hydraulics & Machinery, Inc., Dept. RA, 1524 Frederick St., Racine, Wis.*



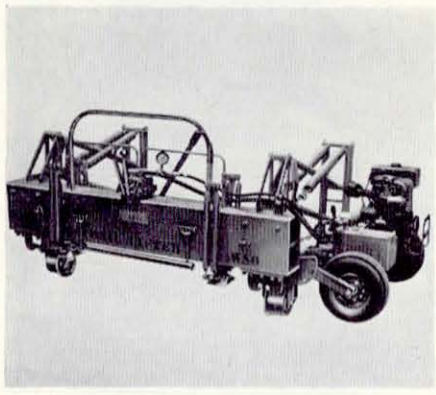
Side and End Linings

The assembled metal-and-wood Line-Rite end lining adds strength to the car end by distributing impacts over a larger area and allowing the corrugations in the outer steel end to exert resistance to impact as a unit. The side lining protects against damage by fork lift trucks and tractors. *Standard Railway Equipment Division of Standard Railway Equipment Manufacturing Co., Dept. RA, 4527 Columbia Ave., Hammond, Ind.*



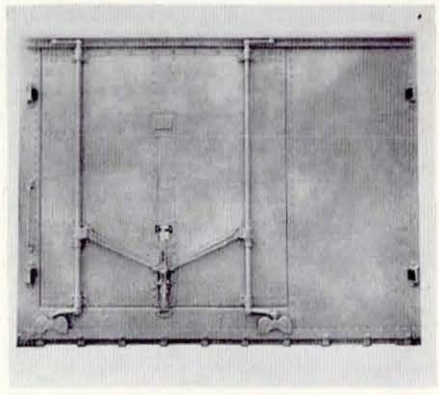
Lading Equipment

Car-Pac, a damage-free-type lading equipment, is said to eliminate load shifting and waste loading space resulting from bulky wood bracing methods. Mixed and stop-off shipments can be handled in the same load. An interlocking feature of the deck boards which hold the lading in place in any section of the car permits floor-to-ceiling bulkhead construction for special requirements. *Pacific Car & Foundry Co., Dept. RA, Renton, Wash.*



Rail Lifter

Tie plates can be installed quickly and easily under both rails at the same time, it is claimed, by the use of the improved Fairmont W86 Hydraulic Rail Lifter. Lifting rams now have individual control valves so that each rail can be raised the desired height, and the rail-clamp linkage has been modified to give a better grip and improved operation on curves. *Fairmont Railway Motors, Inc., Dept. RA, Fairmont, Minn.*



Refrigerator Car Door

Five positive lock bolts in this sliding refrigerator-car door give added protection from bulge loads. The bolts are actuated through the screw-shaft operating mechanism. Two in each vertical edge are so located as to resist load pressures from inside when impacted in switching. The fifth bolt, at the bottom horizontal center of the door, operates on the outside. *Youngstown Steel Door Co., Dept. RA, 332 S. Michigan Ave., Chicago.*

AE-Lenkurt HAS **EVERYTHING** YOU NEED FOR SYSTEM-WIDE COMMUNICATIONS

The added "touch" of Lenkurt Supervision and Control Equipment, for instance...

If you're looking up the track to the economy and efficiency of automation, consider Lenkurt Type 51B equipment.

It is designed to control or supervise a multitude of functions over the wire or radio facilities on which it operates. When linked to any wire line or carrier channel, it can supervise up to 80 remote indications, and control 90 remote operations from a single control center!

For full details, ask for Circular 51B-P4.

Whatever your communications plans may include, AE-Lenkurt has what you need—plus the talent to handle the project from start to finish. And AE will provide "follow-thru" service for *the life of the equipment.*

For full information on the Lenkurt Type 51B or companion equipment, call your Automatic Electric representative, or write the Director, Railway Sales, Automatic Electric Sales Corporation, Northlake, Illinois.

ALL YOUR COMMUNICATIONS NEEDS FROM ONE DEPENDABLE SOURCE

AUTOMATIC ELECTRIC GENERAL SYSTEM

Subsidiary of

GENERAL TELEPHONE & ELECTRONICS

A blueprint for BETTER refrigerator car insulation

Streamlite HAIRINSUL

Six major reasons why leading refrigerator car builders specify Streamlite HAIRINSUL.

1. LOW CONDUCTIVITY. Thoroughly washed and sterilized, all-hair heat barrier. Rated conductivity—.25 btu per square foot, per hour per degree F., per inch thick.

2. LIGHT WEIGHT. Advanced processing methods reduce weight of Streamlite Hairinsul by 40%.

3. PERMANENT. Does not disintegrate when wet, resists absorption. Will not shake down, is fire-resistant and odorless.

4. EASY TO INSTALL. Blankets may be applied to car wall in one piece, from sill to plate and from one side door to the other. Self-supporting in wall sections between fasteners.

5. COMPLETE RANGE. Streamlite Hairinsul is available ½" to 4" thick, up to 127" wide. Stitched on 5" or 10" centers between two layers of reinforced asphalt laminated paper. Other specified coverings are available.

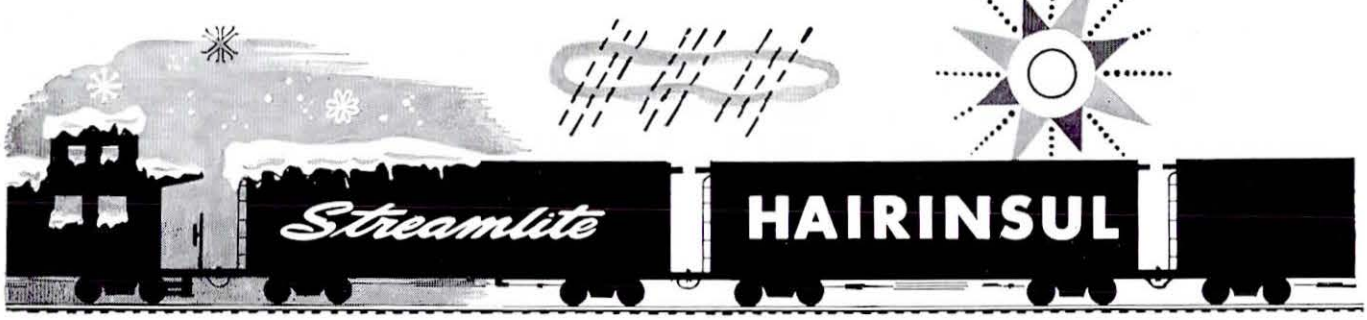
6. HIGH SALVAGE VALUE. The all-hair content does not deteriorate with age; therefore has high salvage value. No other type of insulation offers a comparable saving.

Leading builders of refrigerator cars take no chances.

They know that the valuable perishables their cars protect must be safeguarded against sudden and extreme temperature changes.

That's why blueprints for better refrigerator cars specify insulation by Streamlite HAIRINSUL.

AMERICAN HAIR & FELT COMPANY
Merchandise Mart • Chicago 54, Illinois



SETS THE STANDARD BY WHICH ALL OTHER REFRIGERATOR CAR INSULATIONS ARE JUDGED

MARKET OUTLOOK *at a glance*

Carloadings Drop 2.4% Below Previous Week's

Loadings of revenue freight in the week ended Oct. 10 totaled 558,780 cars, the Association of American Railroads announced on Oct. 15. This was a decrease of 13,722 cars, or 2.4%, compared with the previous week; a decrease of 127,741 cars, or 18.6%, compared with the corresponding week last year; and a decrease of 182,740 cars, or 24.6%, compared with the equivalent 1957 week.

Loadings of revenue freight for the week ended Oct. 3 totaled 572,502 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, Oct. 3

District	1959	1958	1957
Eastern	86,668	98,069	115,104
Allegheny	85,582	114,597	145,331
Pocahontas	47,625	53,560	63,039
Southern	119,462	119,034	116,978
Northwestern	67,532	108,768	124,474
Central Western	114,686	131,867	129,448
Southwestern	50,947	51,730	53,273
Total Western Districts	233,165	292,365	307,195
Total All Roads	572,502	677,625	747,647
Commodities:			
Grain and grain products	50,653	60,752	57,046
Livestock	8,967	11,439	10,905
Coal	104,156	119,068	138,700
Coke	3,351	7,288	10,199
Forest Products	41,534	39,501	34,438
Ore	9,758	55,338	81,033
Merchandise l.c.l.	43,420	49,352	56,915
Miscellaneous	310,663	334,887	358,411
Oct. 3	572,502	677,625	747,647
Sept. 26	587,079	673,380	739,266
Sept. 19	578,240	667,760	724,934
Sept. 12	480,647	666,223	741,147
Sept. 5	544,089	563,725	646,117
Cumulative total, 40 weeks	23,877,313	22,843,702	27,883,885

PIGGYBACK CARLOADINGS.—U. S. piggyback loadings for the week ended Oct. 3 totaled 9,188 cars, compared with 6,655 for the corresponding 1958 week. Loadings for 1959 up to Oct. 3 totaled 314,307 cars, compared with 201,463 for the corresponding period of 1958.

IN CANADA.—Carloadings for the nine-day period ended Sept. 30 totaled 117,062 cars, compared with 87,142 cars for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
Sept. 30, 1959	117,062	37,155
Sept. 30, 1958	110,412	36,764
Cumulative Totals:		
Sept. 30, 1959	2,881,492	1,051,916
Sept. 30, 1958	2,815,860	1,058,741

New Equipment

FREIGHT-TRAIN CARS

► *Missouri Pacific.*—Ordered 1,080 50-ton box cars at a cost of almost $9,400,000. Deliveries will start in mid-November and continue at a rate of 12 to 20 cars a day. Completion of deliveries is scheduled for mid-January. ACF will build 340 cars, including 140 40-ft 6-in. box cars with 8-ft doors; 100 50-ft 6-in. box cars with 8-ft doors; 100 50-ft 6-in box cars with 15-ft doors. Pullman-Standard will build 740 cars, including 325 50-ft 6-in. box cars with 9-ft doors; 215 50-ft 6-in. box cars with 8-ft doors; 200 40-ft 6-in. box cars with 8-ft doors.

► *Soo Line.*—Will acquire 300 40-ft 6-in. box cars from United States Railway Leasing Co. under a long-term lease agreement. Cars are three-year-old PS-1 units, upgraded to like-new condition.

SPECIAL

► *Pacific Fruit Express.*—Ordered refrigeration systems for 1,000 new cars from the Trane Company. Refrigeration units will maintain constant temperatures ranging from zero degrees to 70 degrees.

New Facilities

► *Canadian National.*—Ordered equipment from General Railway Signal Company for the installation of 70 miles of type K2 centralized traffic control between Coteau, Que., and Hawthorne, Ont. Control panels will be added to an existing sectional-type control machine at Ottawa, Ont. Also ordered equipment from GRS for the installation of type K2 CTC between Southwark East and Brosseau, Que. An existing control machine at St. Lamberts will be revised to accommodate the new installation.

► *Chesapeake & Ohio.*—Ordered equipment from General Railway Signal Co. for the installation of 61 miles of type K2 centralized traffic control between Trowbridge and Plymouth, Mich. Control of the territory will be included in an existing sectional-type control machine at Grand Rapids. A 67-mile carrier link will transmit the codes to the converter location at Trowbridge.

► *Port of Galveston, Tex.*—Will rehabilitate Pier 15 at a cost of $2,448,345. Completion is expected in June 1961. Company will also install automatic car unloaders at grain elevator at a cost of $650,000. Completion is expected Feb. 1, 1960.

► *Soo Line.*—Will install CTC over 37 miles of track between Minneapolis and Buffalo, Minn., at a cost of about $550,000. Completion is scheduled for December 1960.

► *Southern Pacific.*—Ordered CTC equipment from Union Switch & Signal Division of WAB Co. to be installed between Yuma and Gila, Ariz., 121 miles. SP earlier ordered CTC equipment for installation between Gila and Tucson, 128 miles (RA, April 6, p. 31). When completed, the entire territory from Tucson to Yuma will be controlled from one machine in Tucson.

N&W-VIRGINIAN UNION APPROVED *(Continued from page 9)*

each serves different areas of the coal fields they reach, but parallel each other for substantial distances of their eastward routes to tidewater.

The Commission found that there is no direct competition between the two roads for their "principal traffic"—coal. Thus, it did not regard as of "controlling importance" the prospect that the merger might result in "some slight lessening" of competition for other business.

"The Norfolk & Western considers the competition of motor carriers much more severe than that afforded by the Virginian," the report said, adding: "The evidence establishes that, after the merger, strong competition will be afforded by other forms of transportation."

Meanwhile, the Commission found that the merger will bring to the Virginian—now "chiefly a one-commodity, one-way railroad"—the benefits of more diversified traffic. And, the report continued, the merger will "plainly result in a larger, stronger company, better able to meet the challenges faced by the railroad industry and better able to attract and hold competent management personnel. Such is obviously in the public interest."

This amounts to a reversal of the position taken by the Commission 33 years ago, in October 1926, when it denied an N&W application for authority to acquire control of the Virginian by lease. The changed conditions were noted by the Commission with this comment:

"Unlike the present application, which has attracted widespread public support in the areas served by the two lines, the proposed lease was opposed by practically every community along both Norfolk & Western and Virginian in Virginia and West Virginia, as well as by the governments of both those states. The fact that the present merger is supported by many of the organizations and localities which opposed the lease is evidence of a difference between the two proposals, as well as the changing attitude of the public toward railroad mergers.

"Conditions and circumstances existing today, some 34 years after the lease proposal, make our decision in that case inapposite. Not only is the present proposal for voluntary merger entirely different from the lease arrangement, which involved a $3.5 million increase in fixed charges for the combined lines, but the situation in which railroads find themselves now is hardly that of 1925. Then the railroads were a virtual monopoly; now they are struggling to exist against mounting competition. Then there were few roads and no organized intercity motor carriers of consequence; now we have a network of fine intercity highways and a thriving motor-carrier industry.

"The railroads are also facing constantly increasing competition from inland waterways operators. . . . In 1958, Norfolk & Western and connecting lines reduced all-rail rates on coal moving to the Chicago area by 29 cents per ton in order to meet the growing threat posed by water competition. Every indication is that this competition will become more effective."

Security-exchange arrangements of the merger plan provide for conversion of each share of Virginian common stock into 0.55 share of N&W common. Virginian's 6% cumulative preferred stock will be exchanged for like N&W stock on a share-for-share basis. Noting that no affected shareholder of either road questioned the reasonableness of these ratios, the Commission went on to say the record "supports the conclusion that the ratios are fair and equitable."

Combined balance sheets of the two companies as of January 31, 1959, showed that the capitalization of the merged system will be as follows:

Capital stock	$210,970,625	23.53%
Long-term debt	207,188,500	23.10%
Surplus and retained income	478,645,548	53.37%

"The new system's proportion of capitalization in the form of long-term debt (23.10%)," the Commission said, "is considerably less than for Class I roads as a whole, which for 1957 was 37.06%, and for Eastern District roads in that year which was 43.09%. Interest charges for Norfolk & Western after the merger would not be burdensome. In 1958, fixed and contingent charges consumed only 2.3% of operating revenues for the combined lines."

As to economies resulting from the merger, they will come principally from use of that combination of N&W and Virginian main lines which have the most favorable grades. Other savings will result from combination and coordination of duplicate facilities, personnel and supervisory forces.

The applicants estimated these savings at $12,040,394 annually on the basis of 1958 traffic. The Commission accepted that estimate, saying "it is clear, and we find, that the merger would result in savings in operating expenses of more than $12 million a year."

Also, N&W figures the merger will reduce by "at least $6,000,000" the capital expenditures required for enlarged yard facilities at Roanoke. Present N&W and Virginian yards there will be consolidated into one operating unit.

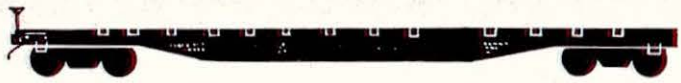
Meanwhile, the merger will result in a capital expenditure of $3,491,000 for centralized traffic control on Virginian tracks between Abilene, Roanoke, and Kellysville. About two years will be required to complete this installation, although it is planned to place it in service sectionally as completed.

The Commission's approval is subject to conditions requiring the protection of employees and the maintenance of present routes. The former applies to employees not covered by agreements made by the N&W with the Railway Labor Executives' Association and other unions when those organizations withdrew their opposition to the merger.

The maintenance-of-route conditions were not opposed by the N&W either. It had already entered agreements on that matter with C&O and New York Central.

Vital Statistics of the Merger Roads

	N&W	VIRGINIAN
Total Assets	$759.9 million	$210.4 million
Freight Revenue 1958	$190.3 million	$47.6 million
Passenger Revenue 1958	$2.9 million	none
Net Income 1958	$43.5 million	$11.6 million
Miles of Road	2,138.17	608.15
Locomotives	479	92
Freight Cars	64,607	17,143



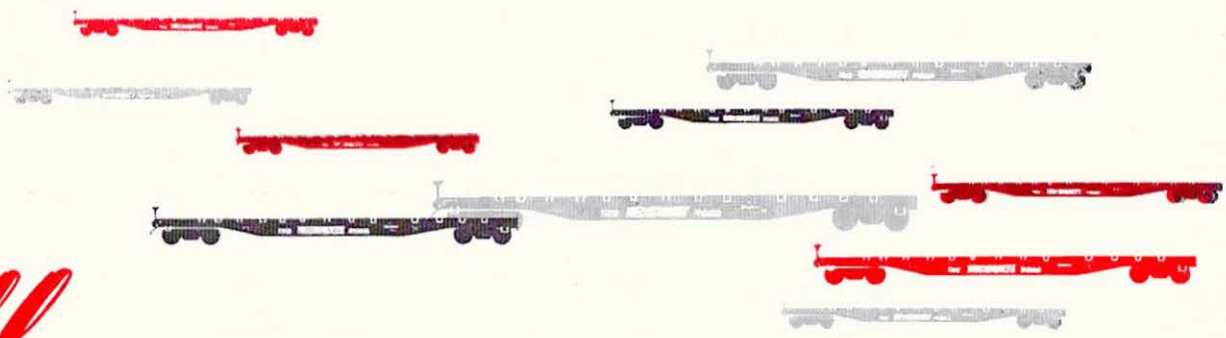
call THRALL—FOR ONE CAR

why hitchhike?

are you "riding along" with another's specs in order to hitch onto a production price?

stick to **your** standards *and* your price.

your *single* car, standard or special, engineered and constructed to your *exact* specifications will cost no more than one of a production order—here or *elsewhere*.



call THRALL—FOR 300 CARS

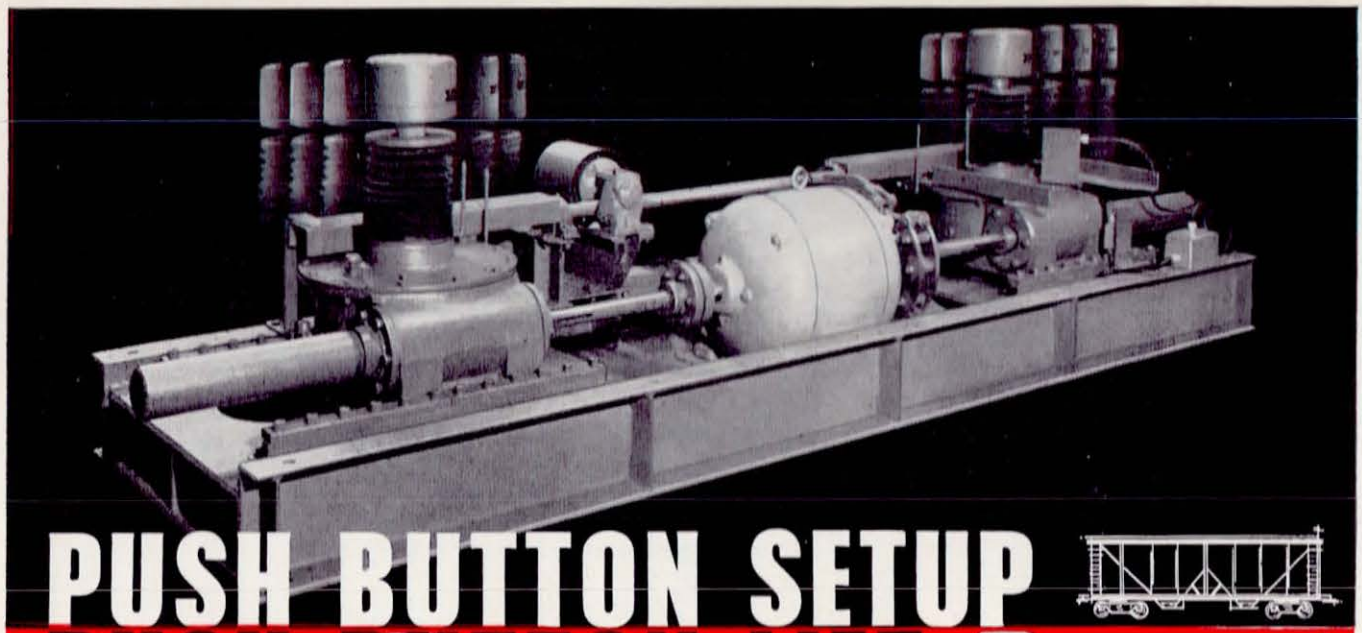
perfection

multiplied, is still perfection
perfection, production, price—
THRALL has it all!

SEND FOR THIS NEW THRALL BROCHURE containing descriptions and illustrations of scores of standard and special-purpose cars.

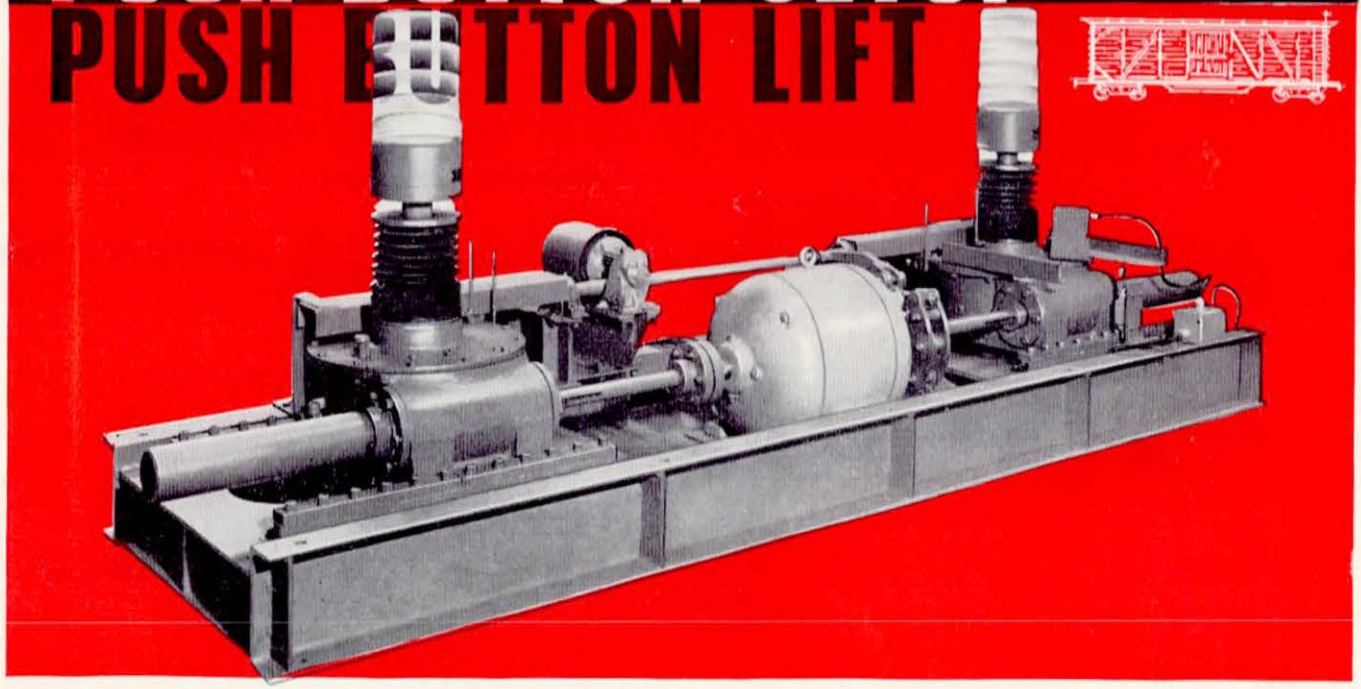
THRALL

CAR MANUFACTURING CO.
2602 WALLACE STREET, CHICAGO HEIGHTS, ILLINOIS

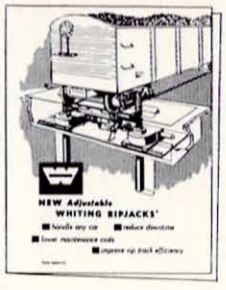


PUSH BUTTON SETUP

PUSH BUTTON LIFT



Rip track operations swing into high gear with the Whiting Ripjack. Touch one button, Ripjack adjusts to car width. Touch another, the two-speed jacks with their mighty electric muscles lift 40 tons each, hoisting fully-loaded cars. Push-button speed means labor costs drop. Car downtime decreases. Bad order cars often return to their own train. Freight delivery accelerates. Handles fish belly or other special cars, too. Push button speed has a place in your profits. Call Whiting about Ripjack!



FREE BOOKLET . . . Describes cost-cutting combination; Ripjack speeding car maintenance, Whiting Trackmobile—which runs on rail *or* road—speeding car movement. Write for Bulletin RJ-C-100. *Whiting Corporation, 15603 Lathrop Avenue, Harvey, Illinois.*

75th Year

COST-SAVING EQUIPMENT...THE WAY TO HIGHER PROFITS

RAILROAD EQUIPMENT

WHITING

MANUFACTURERS OF CRANES; TRAMBEAM HANDLING SYSTEMS; TRACKMOBILES; FOUNDRY, RAILROAD, AND SWENSON CHEMICAL EQUIPMENT

M/W JOB STABILIZATION

(Continued from page 10)

Harold C. Crotty said jointly that the settlement "would be in the best interests of the employees and the railroads."

Mr. Crotty said that "although this agreement does not contain all the things requested in our notice of May 22, 1957, it does mark a major step forward in our efforts to obtain greater protection and consideration for railroad employees in the changes that are taking place in the maintenance-of-way department . . . I think it's recognition on the part of railroad managements that the welfare of the employees will be given consideration within possible limits in instances where changes in work methods or technological changes create a situation that affects them adversely."

The brotherhood president said he views the agreement as a recognition that "the welfare of the employees can be given due consideration and the functions of management protected" at the same time. He also praised the setting up of specific procedure, ending in arbitration, if required, to settle disputes over adjustments in rates of pay.

Southern Storage Service At Birmingham Condemned

Southern practices in connection with operation of the Birmingham, Ala., Food Terminal have been found by the ICC to be unjustly discriminatory and unduly preferential. The Commission also found that the practices include unlawful departures from published tariffs and unlawful extensions of credit.

The condemned practices were set out in the findings as "providing space or facilities to tenants . . . at rentals which are less than fair . . . and which are not timely collected." Evidence relating to the failure to make timely collection of rentals and to the "unwarranted" extension of credit "will be referred to the Department of Justice with our recommendation that prosecution be instituted under the penal provisions of the act," the Commission said. It also issued an order directing that the "unlawful rental practices" be ended by Dec. 21.

The Commission's report came in the case (No. 32241) involving the complaint of Shaw Warehouse Co., an operator of public dry storage warehouses at Birmingham. Dissenting—in part—opinions came from three commissioners — Hutchinson, McPherson and Webb. Chairman Tuggle concurred "in the result," while Commissioners Winchell and Herring did not participate. Thus, the majority report reflected the view of five of the Commission's 11 members.

People in the News

Charles A. Harris
CNR

J. H. Heron
NYC

CANADIAN NATIONAL.—Charles A. Harris, acting director of public relations, Montreal, appointed director of public relations.

Robert H. Tivy, acting superintendent of transportation, Maritime district, appointed general superintendent of transportation, Atlantic region, Moncton, N.B., succeeding **Frank M. Ward,** retired.

Fred W. Gourley, freight traffic analyst, traffic research office, Montreal, appointed division freight agent, Moncton.

DULUTH, MISSABE & IRON RANGE.—Robert B. Rhode appointed chief engineer, to replace **Harry A. Smith,** who retired on June 1.

NEW YORK CENTRAL.—John D. King, transportation superintendent, Southern district, appointed general manager of the **Peoria & Eastern,** NYC subsidiary, succeeding **Thomas W. English,** who retired Oct. 1. **Robert G. Flannery,** division superintendent, NYC, Buffalo, named district transportation superintendent, Indianapolis. **Thomas E. Reynolds,** division superintendent, Chicago, transferred to Cleveland, to succeed **Robert C. Marquis** (RA, Oct. 5, p. 30). **John J. Danhof, Jr.,** division superintendent, St. Thomas, Ont., succeeds Mr. Reynolds. **Henry M. Babcock,** transportation superintendent, St. Thomas, replaces Mr. Danhof.

J. H. Heron, chief mechanical officer of the **Great Northern,** St. Paul, Minn., appointed to the new position of assistant vice president—equipment of the NYC, New York. Mr. Heron will succeed **S. T. Kuhn,** who will retire as chief mechanical officer on Jan. 1, 1960.

Gerard J. Zopf, tax agent, White Plains, N.Y., appointed real estate agent, New York.

PENNSYLVANIA.—Frank L. Chatten, engineer, signals and catenary, Philadelphia, appointed system engineer, communications and signals, succeeding **John L. Kirsch,** who retired Sept. 30.

Rex R. McKinney, superintendent of equipment, Southwestern region, Indianapolis, transferred to the Northern region, Buffalo, N. Y., succeeding **Richard C. Johnston,** named superintendent of equipment, Pittsburgh.

James F. Roseman, assistant master mechanic, Conway, Pa., appointed master mechanic, Williamsport, Pa., succeeding **Donald W. Grimm,** transferred to Fort Wayne, Ind. **John M. Carpenter** appointed master mechanic, Sunnyside Yard, Long Island City, N.Y., in charge of passenger locomotive and car maintenance, succeeding **Harold L. Wood,** named assistant manager of methods and cost control, Philadelphia. **P. I. Harclerode,** acting master mechanic, Fort Wayne, Ind., transferred to Philadelphia. **C. A. Korn,** superintendent locomotive equipment, Philadelphia, named master mechanic, Harrisburg, Pa.

R. D. Touton appointed assistant supervisor—communications and signals, Chicago.

ROCK ISLAND.—George H. Voss, division superintendent, Rock Island, Ill., exchanged positions with **John B. Buffalo,** superintendent, Chicago division.

SANTA FE.—C. H. Sandberg, system bridge engineer, Chicago, appointed chief engineer, Topeka, Kan., succeeding **H. E. Wilson,** promoted.

SOO LINE.—Donald L. Hart named assistant manager personnel and safety.

WABASH.—Lee J. Placio, Jr. appointed attorney, St. Louis.

WESTERN PACIFIC—R. L. Ackeret, district car foreman, named general car supervisor, Sacramento, Cal., succeeding **G. M. Middleton,** who retired Sept. 30.

Supply Trade

The Stanley Works of New Britain, Conn. and **International Paper Co.** have announced formation of a jointly owned company, **International-Stanley Corp.,** to produce and sell paperboard freight car grain doors. For a number of years the doors have been manufactured for Ford Grain Door Co. of Omaha, Neb., by International and Stanley.

Ceasar Baldassari, 420 Market Street, San Francisco, Cal., is now associated with the **Youngstown Steel Car Corp.,** Niles, Ohio, and will represent that corporation on the west coast.

J. J. Clark has been appointed vice president and executive assistant of **Stanley H. Smith & Co., Inc.** of Cleveland, Ohio. Mr. Clark was formerly with the Wheeling & Lake Erie and Nickel Plate purchasing department.

Walter E. Favlick has been appointed patent attorney and agent for **Dana Corp.,** Toledo, Ohio.

David D. Hunsaker has been appointed manager, sales development, Payloader Section, **Frank G. Hough Co.,** Libertyville, Ill.

Harlan J. Hauser has been appointed manager of field sales for **Farrel-Birmingham Co.,** Inc., Ansonia, Conn., succeeding **D. Wheeler Clark.** Mr. Hauser also has been appointed to the company's management committee. He was formerly assistant sales manager of the Consolidated Machine Tool Division and sales manager of the Watson-Stillman Press Division at the Rochester plant.

OBITUARY

Charles R. Custer, 87, retired advertising manager, **Chicago & North Western,** died Oct. 8 at his home in Rolling Hills Estates, Calif.

Lewis Thomas, 75, general sales manager of the **Q & C Co.,** died suddenly at Chicago on Oct. 13. Mr. Thomas was executive secretary and director of exhibits of the Association of Track & Structure Suppliers and assistant secretary and director of exhibits of the National Railway Appliances Association.

You Ought To Know...

Fares below air coach, plus the comfort of private-room sleeping accommodations, are expected to generate new business for the B&O-MoPac through Slumbercoach service between Baltimore-Washington and San Antonio. Round-trip fares between Washington and San Antonio, including both transportation and room charges, are $119.85 (plus tax) by Slumbercoach, $131.40 (plus tax) by air coach.

Negotiations have been suspended on the non-ops' vacation-holiday demands, as carriers and unions deadlocked over whether the issues are bargainable at this time. The NMB has been asked for a contract interpretation.

Rail Trailer Co. has terminated its management and ownership connections with Trailer Train. The move leaves U. S. Freight Co. as the only non-railroad member of the TTX organization. Rail Trailer's current plans involve expansion of equipment leasing and terminal operation activities.

Bus-level passenger fares on C&NW's Chicago-Twin Cities trains have been extended through Feb. 28, 1960. Results thus far have been encouraging and now North Western wants to see what rock-bottom pricing can do during the off-peak winter travel season. The fare experiment, begun last June 10, has produced an increase of about 50% in the number of passengers carried.

The long-term outlook for coal is "good," Norfolk & Western President Stuart T. Saunders told the Charleston, W. Va., Rotary Club. He cited "the expansion of demand for coal by the steel industry and the power industry and the prospects for stabilization of the export market."

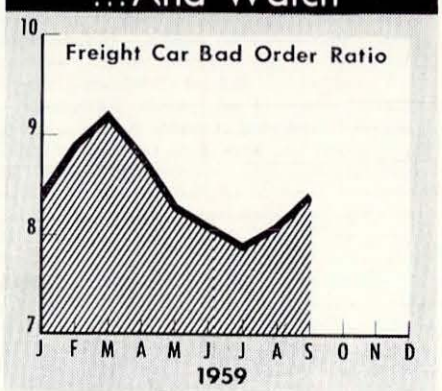
A special BRT convention has been called for Jan. 4, 1960, in Cleveland. Purpose of the meeting: to amend the brotherhood's constitution to conform with requirements in the new labor-management reporting and disclosure act; and to elect grand lodge officers. The act requires election of international officers at intervals of five years or less and the BRT's last convention took place in 1954. W. P. Kennedy, president since 1949, is expected to seek reelection.

First locomotive overhauled in the New Haven's new consolidated locomotive shop at New Haven, Conn., has just gone into service. All heavy repairs for NH's 418 diesels will be handled in the new building—first such mechanical department facility to be completed with a loan guaranteed by the government under the Transportation Act of 1958.

Monon has closed its Boulevard Station in North Indianapolis, Ind., and turned the structure into an office building (to house the road's freight traffic and industrial sales departments). Monon discontinued all passenger service to Indianapolis earlier this year (RA, April 6, p. 36).

"The Railroads are Fighting Back," an article in the Oct. 17 Saturday Evening Post, describes the industry's efforts to recapture passenger traffic. The author, Milton MacKaye, talked with railroad executives throughout the country, found they are "increasingly abandoning their mourning coats" and looking more hopefully toward the future of passenger service.

...And Watch



B&O President Howard Simpson, at the dedication of the new Hawkins Point Marine Terminal in Baltimore Oct. 7 (RA, Oct. 12, p. 40), emphasized how "the B&O builds and spends" to increase the port's business. He expressed the hope that the railroad would get a reasonable share of the port's growing traffic, and added: "If there are other transportation agencies that plead for their rightful share of this traffic, it recalls the story of the man who killed his father and his mother and then asked the court for mercy on the grounds that he was an orphan. I urge such agencies to build and spend also . . ."

A 5% stock dividend and a 3-for-1 stock split have been recommended by Western Pacific's board of directors. Both actions are subject to ICC approval. WP plans to place the new stock on a $1 annual dividend basis (payable 25 cents quarterly) after the stock dividend and split are made effective.

Steam power on the Reading will be resurrected temporarily this month. The road is returning to service one of its 15 retired steamers for a 276-mile excursion out of Philadelphia Oct. 25. The Reading thinks this will be the first such excursion in the East to be sponsored by a railroad passenger department, instead of by fan groups. Consist, in addition to the 4-8-4 locomotive, will be 15 cars, with space for 750-800 passengers. A repeat performance is scheduled for Nov. 1 with a 234-mile jaunt from Harrisburg.

New president of the National Association of Shippers Advisory Boards is W. C. Cole of Portland, Ore., general traffic manager, Georgia-Pacific Corp. He succeeds L. A. Schwartz, general manager, New Orleans Traffic & Transportation Bureau. Other new officers are K. S. Wright, general traffic manager, Carborundum Co., Niagara Falls, N. Y., first vice president; L. E. Olson, assistant director of traffic, Great Lakes Carbon Corp., Chicago, second vice president; and R. J. Tyler, general traffic manager, Tube Turns and Girdler divisions of Chemetron Corp., Louisville, Ky., secretary.

Advertisers' Index

American Hair & Felt Company 34
American Steel Foundries 14, 15
Automatic Electric Sales Corp. 33

Bendix Aviation Corp., Scintilla Division 23
Byers Company, A. M. 4

Classified Ads 41
Conveyor Company, The 25

General Electric Company .....Inside Front Cover
General Railway Signal Company .....Back Cover
General Steel Castings Corp. 11

Halliburton Oil Well Cementing Company 8
Hayes Track Appliance Company 25
Hotel Hamilton 30
Hunt Company, Robert W. 41

Iron & Steel Products, Inc. 41

Magor Car Corp. 31
Miner Inc., W. H. 3

Railway Maintenance Corp. 18, 19

Standard Railway Equipment 27
Striegel Supply & Equipment Corp. 41

Teletype Corp. 12
Thrall Car Manufacturing Co. 37

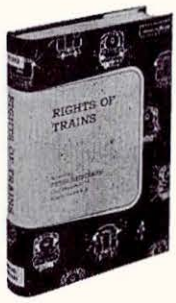
Youngstown Steel Door Company 6

Whiting Corp. 38
Wine Railway Appliance Company .....Inside Back Cover

RIGHTS OF TRAINS

by Peter Josserand

New Enlarged
5th Edition



An essential book for operating employees. Analyzes Standard Code of Operating Rules of the A.A.R. Includes CTC, Block Signal and Interlocking Rules. *New data* for telegraph operators and train dispatchers. *Plus* radio and television applications in railroading. 480 pp., cloth, $6.00.

Simmons Boardman Books,
Dept. RA 1019
30 Church St.,
New York 7, N. Y.

Send a copy of the new 5th edition of *RIGHTS OF TRAINS*

$6.00 herewith ☐; bill me ☐.

Name .....

Street .....

City, State .....

Remit with order and we pay postage.

CLASSIFIED ADVERTISEMENTS

FOR SALE
railway equipment
Used—As Is—Reconditioned

Special Offerings
3—Diesel-Electric Locomotives 44-Ton General Electric
ICC Operating Condition—Standard Gauge

2—RAILROAD TRACK SCALES
1—150-Ton, Heavy Duty, 60', Howe Scale Co.
1—125-Ton, 52'6", Buffalo Scale Co.

Service-Tested Freight Car Repair Parts For All Types of Cars

Railway Tank Cars and Storage Tanks 6,000- 8,000- and 10,000-gallon Cleaned and Tested

IRON & STEEL PRODUCTS, INC.
"ANYTHING containing IRON or STEEL"

General Office: 13486 So. Brainard Ave., Chicago 33, Illinois, Phone: MItchell 6-1212
New York Office: Room 1608, 51C East 42nd St., New York 17, New York, Phone: YUkon 6-4766

Robert W. Hunt Company
ENGINEERS
Inspection—Tests—Consultation
All Railway Equipment
General Offices:
810 S. Clinton Street
CHICAGO 7
All Principal Cities

FOR SALE

Baldwin Diesel Electric 120 Ton, 1000 H.P. Switcher. Rebuilt 1955, less than 2000 hrs. since rebuilt. Bargain Price. STRIEGEL SUPPLY & EQUIPMENT CORP., 307 Jack Street, Baltimore 25, Maryland. Phone ELGIN 5-7922.

POSITION WANTED

Short Line Railroad Superintendent and trunk line Trainmaster desires position. Fully experienced in track maintenance and labor relations. Married. Age 44. Box 886, RAILWAY AGE, 30 Church Street, New York 7, New York.

WILL AN ENERGETIC YOUNG

Personnel Relations official, heavy on negotiating with 15 labor organizations, adjustment and special board representation, grievance handling, public relations, and supervision of basic personnel functions be an asset to your railroad? If you can offer a challenge with a future write for resume and explain your proposition. Your request will be held confidential. Box 905, RAILWAY AGE, 30 Church Street, New York 7, N.Y.

WANTED
RAILWAY SIGNAL SYSTEM CIRCUIT DESIGNERS AND DETAILERS

Opportunities for men in Circuit Design and detailed positions at various levels. Some Railroad experience desirable. Minimum requirements: High School education with at least four years' experience, or higher technical education with some experience. Salary commensurate with education and experience. Many company benefits. Send resume to Box #901, RAILWAY AGE, 30 Church St., New York 7, N. Y.

POSITION WANTED

Sales and Service Engineer. Many years experience. Wide acquaintance with mechanical and purchasing departments throughout United States. Box 903, RAILWAY AGE, 30 Church Street, New York 7, N.Y.

KEEP BUYING U.S. SAVING BONDS

RAILROAD CAR DESIGNER

Large tank car concern with offices in Chicago's Loop is seeking a graduate engineer with experience in R.R. tank car, freight car, or component design.

If you want to assume responsibility and be treated as an individual, why not contact us.

Please submit detailed resume stating salary desired. Write—

Box 904
RAILWAY AGE
30 Church St., New York 7, N.Y.

How to Quit Damaging Freight

One of the toughest assignments a man can get is—to say something interesting and effective on the important subject of reducing damage to freight in transit. But here's a circular letter by a superintendent who has (we believe) done this hard-to-do job—

"Fellow Employees:

Time was when I, and some of you, started working for this company more than 40 years ago that rough handling was not much talked about. Things were different in those days. Roads were unimproved for the most part. The truck was a solid-tired vehicle of limited usage. Teams were still used for reliability. The railroad was used for most overland transportation and its service and handling of goods entrusted to them was accepted as a matter of course.

"Not so today! People have a choice of transportation—air, water, truck or rail. And what used to be first—'Rail'—is rapidly declining. In popularity, it is probably last.

"Not a day goes by that some correspondence does not pass over my desk relating to service or handling. It is the latter that deserves your special attention because freight is in your care while you are handling it. Patrons no longer take an understanding view of rough handling. They now demand better handling and make no bones about it. Correspondence I see and read, and must reply to, carries such pertinent wording as *'unless immediate improvement can be given to the handling of our shipments, other forms of transportation will be sought.'*

"We are now face to face with reality. Either we as an industry meet the challenge or we fail. So you as engineer handling the train should give it the skillful handling that I know you are capable of—the kind that gives you that most satisfying of all workmen's feelings—a job well done. Likewise, as conductor, yard foreman, trainman or helper, think before you 'kick' them of the rough handling that might result.

"Even the bunching or stretching of slack can produce rough handling. Rough handling loses customers. When we lose our customers, we lose our jobs.

"Yes, *impacts* and *rough handling* can result in giving *us* the *shock of our lives—no jobs.* I can't afford to lose mine—can you?"

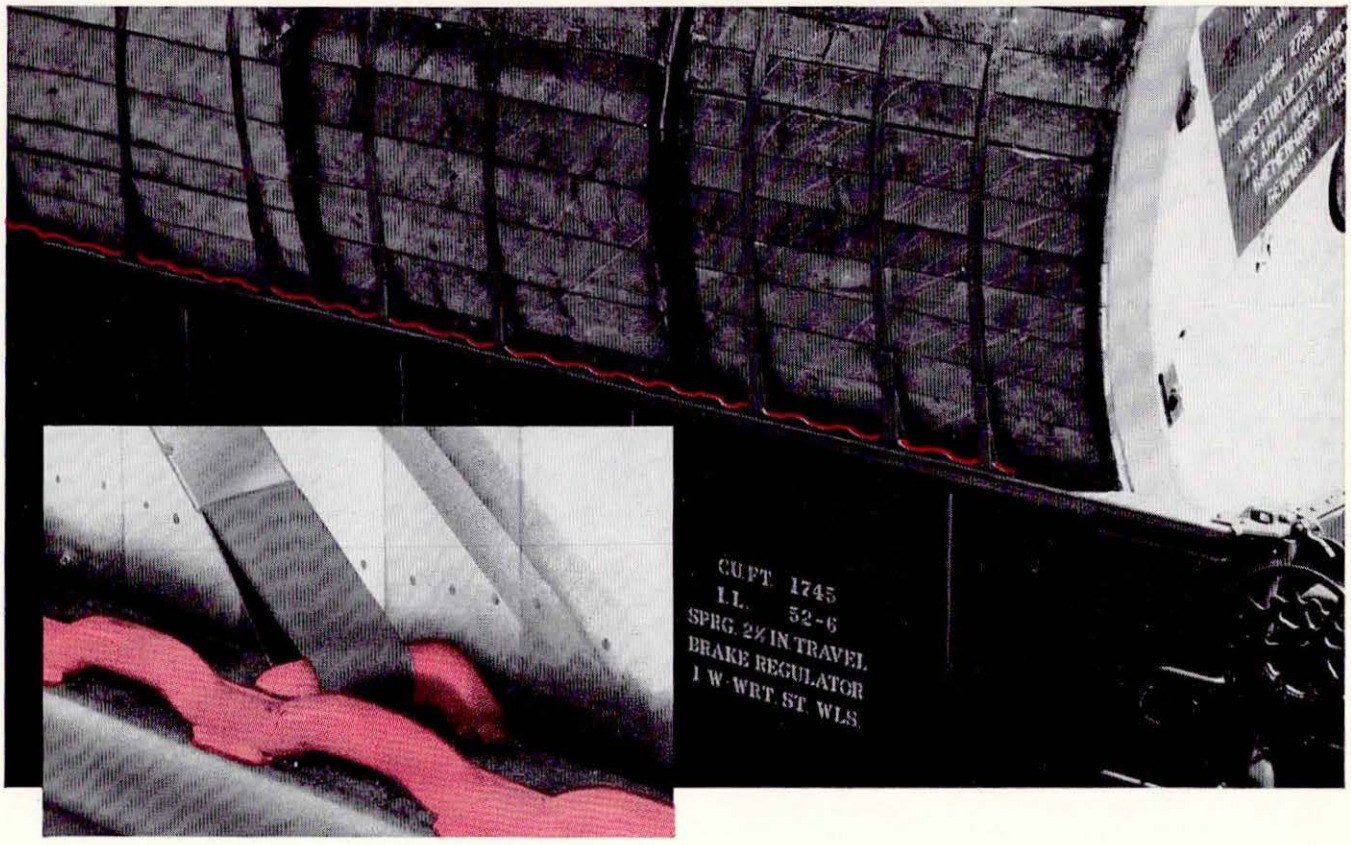
•

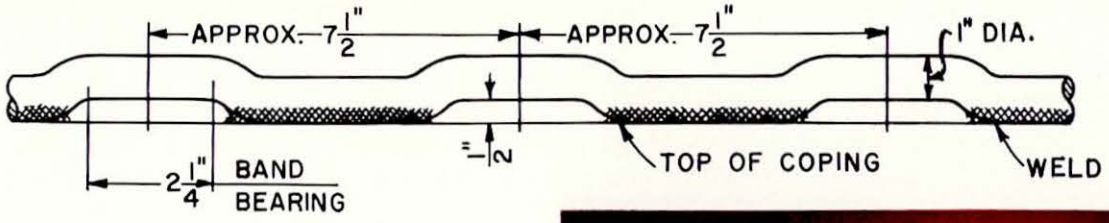
This letter was addressed to all employees of the Western division of the Western Maryland by Superintendent J. M. Miller, with headquarters at Cumberland. The employees responded favorably to this appeal. The general chairman of the Brotherhood of Railway Trainmen (Van H. Parsons) wrote to Mr. Miller, saying he was suggesting that the brotherhood endeavor to take up an anti-damage campaign on a national basis.

Inculcating careful habits in handling freight is like inculcating habits of personal safety — a mighty important job, but one which tends to produce talk that is repetitive and platitudinous. Anybody can tell people a lot of things for their own good—and succeed only in putting them to sleep. Mr. Miller has put life into his homily.

If there's anybody who has equaled or surpassed him in getting vitality into a damage-to-freight message, we'd like to be privileged to print it. An effective preacher is one who (1) interests his audience, (2) makes it aware of, and sorry for, its shortcomings, (3) leaves it with a firm determination to improve. There are several areas of railroading that could stand some effective preaching—but none is more in need of it than the area of freight damage.

Continuous
LADING BAND ANCHORS
..an anchor every 7½ inches





Special 1″ round section, deformed to provide multiple banding locations at 7½″ intervals. This continuous type anchor is best adapted to the top coping of gondola cars. Composite lengths available for various car design requirements. Individual cast steel anchors for end strapping complete the application.

THE WINE RAILWAY APPLIANCE COMPANY
WINE
DIVISION OF UNITCAST CORPORATION
TOLEDO 9, OHIO

GRS cTc PAYS OFF!

Shown under construction. Track removed here at Wickliffe, Ohio, is typical of savings achieved on the Central.

Permits major track removal

Traffic Master, the original GRS pushbutton control center, was first used on the Central. This shows the latest modular type, now being installed on a Canadian railroad.

In 1956, the New York Central installed GRS Syncroscan,® the *electronic* cTc system, on the 163-mile stretch between Buffalo and Cleveland. This made it possible to cut from four to two tracks without sacrificing capacity, and with important savings in maintenance. (Track and roadway maintenance expenses approximated $2334 per equated track mile for the Central in 1957.)*

Results are outstanding—

- Average speed of trains increased 6.5%
- Gross ton miles per freight train hour increased 14.7%
- The project produced $3,000,000 in salvage
- Return on the net cost is 24%

Such benefits are made possible by the enormous capacity and electronic speed of Syncroscan. You too can profit by this ultramodern cTc—cut expenses, improve operation, and obtain a strong competitive advantage. Ask for complete information.

GENERAL RAILWAY SIGNAL COMPANY
ROCHESTER 2, NEW YORK
NEW YORK 17 CHICAGO 1 ST. LOUIS 1

3035

**Computed at 80% of expense for first main track. See page 13, 1959 Annual Meeting Advance Notice, Signal Section, A.A.R.*